The Hong Kong Daily Press.

No. 3112 第三千一百一十二號 九月十八日 同治丁卯年 HONGKONG, TUESDAY, 15TH OCTOBER, 1867. 英一千八百六十七年十月十五號 香港 [PRICE $2½ PER MONTH

Arrivals.

THE Shipping Intelligence of this morning will be published in a Supplement to the *Daily Press*, which will be issued to Subscribers at the usual hour of publication. The Supplement will also contain the Advertisements which usually appear on the pages occupied to-day by news.

Oct. 14, EARL KING, Brit. str., 1044, Pinel, Shanghai 11th Oct., General.—AUG. HEARD & Co.
Oct. 14, CADIZ, str., from Whampoa.

Departures.

Oct. 14, CHINA, str., for Canton.
Oct. 14, NIPHON, str., for East Coast.
Oct. 14, FUNG SHUEY, str., for Swatow Amoy and Manila.
Oct. 14, CONDOR, for Chefoo.
Oct. 14, RAJPITOLE, for Saigon.
Oct. 14, JAN PETER, for Saigon.
Oct. 15, ELODIE, for Whampoa.
Oct. 15, FETISCH, for do.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 14TH.
Fung Shuey, str., for Swatow, Amoy & M'la.
Elodie, for Whampoa.
Cotherstone, for Manila.
Fetisch, for Whampoa.
Jan Peter, for Saigon.
China, str., for Canton.
Solent, for Foochow.
Young Greek, for Bangkok.
Margarita, for Foochow.

Passengers.

Per *Erl King*, str., from Shanghai,—Mr. and Mrs. Leonard, Mrs. Terry, Messrs. Joseph, Crace, Dr. Thin, and 25 Chinese.

The following passengers proceed by the P. & O. Steamship *Sunda*, to-day, at 2 P.M.

First Class.

FOR SINGAPORE.—Mr. S. Tate and servant.
FOR CALCUTTA.—Mr. Bird.
FOR SUEZ.—Mr. Gruziola and servant and Dr. A. Meyer.
FOR ALEXANDRIA.—Mr. Gundry.
FOR MALTA.—Mr. C. E. Carter.
FOR MARSEILLES.—Messrs. Eagan, Bossolo, Cremono and servant, A. Provand, J. Hallam, W. Gray, F. Goodridge, and A. L. Peary.
FOR SOUTHAMPTON.—Messrs. Astats, Hewitt, G. Huntingford, Capt. Wilkinson, and Mrs. Ainslie and child.

Second Class.

FOR BOMBAY.—4 Natives, deck.
FOR MARSEILLES.—Messrs. Argenson, Rafael Viriach, and Arteaga.
FOR SOUTHAMPTON.—Mrs. Howis and 2 children, Captain Tiedmann, Messrs. Steele, McKenzie, Spence, and Taylor.

The following passengers proceed by the P. M. S. S. *Great Republic*, to-day, at 5 P.M.
1ST CABIN TO NEW YORK.—Mrs. Haskell, 3 children and servant, Messrs. Chas. A. Gihon, C. T. Smith, J. M. Murr, C. Koopmanschaap.
1ST CABIN TO VALPARAISO.—Mr. J. Bernstein.
1ST CABIN TO YOKOHAMA.—Lady McDonnell, Mr. Allan McLane, Mrs. McLane, Miss McLane, Capt. S. L. Phelps, Mrs. Phelps, Miss. Knight, Miss. Harris, Miss. Phelps, Miss. Schuman, Commander R. B. Tracey R. N., Lieut. A. K. Wilson, Messrs. W. W. Gandy, Jas. R. Gandy, Dr. Boonen, and 250 in Steerage.

Reports.

The steamer *Erl King*, from Shanghai, reports light variable winds and fine weather throughout the passage. At 11 P.M. on the 13th, passed the steamer *Glengyle* off Breaker Point.

Auction Sales To-day.

LAMMERT, AIKINSON & Co.
Sundry Articles.

TENDERS for the REPAIRS of the Bremen Barque *Martha*, will be received at the Office of the Undersigned until THURSDAY, the 17th instant, at Noon. Full particulars of the Repairs required may be had on application to the Captain on board the vessel, or to the Undersigned.

MELCHERS & Co.
2d 4379 Hongkong, 15th October, 1867.

WILH. LANGE,
TUNER AND REPAIRER OF PIANOS AND ALL KINDS OF MUSICAL INSTRUMENTS,
Shelley Street, No. 14, next door to the CLUB LUSITANO.
Letters please address care of Messrs. BIELFELD and ZACKARIAE, 88, *Queen's Road*.
1m 2316 Hongkong, 8th October, 1867.

A NEW WEATHER-GLASS.

THE PATENT DIFFERENTIAL BAROMETER.

THIS Instrument is a combination of the Aneroid and Sympiesometer. It is portable, sensitive, accurate, and low in price.
G. FALCONER & Co.
tf 1620 Hongkong, 12th July, 1867.

FOR SALE.

THE British barque *LANCASTER*, of about 11,000 Piculs carrying capacity. Apply to
BOURJAU, HUBENER & Co.
tf 1812 Hongkong, 6th August, 1867.

WM. DOLAN,
SAIL MAKER, &c.,
Duddell Street,
Opposite the French Consulate.
tf 631 Hongkong, 3rd April, 1866.

PERRY DAVIS'
VEGETABLE
PAIN KILLER.
THE GREAT
FAMILY MEDICINE OF THE AGE!
SOLE AGENCY IN CHINA THE MEDICAL HALL.
ly 2268 Hongkong, 16th October, 1866.

HONGKONG BAKERY.

DORABJEE NOWROJEE begs to inform the Public, that he has established a *Bakery* Fancy Pastry and Confectionery Business on his premises, Queen's Road, opposite the Oriental Bank, and hopes from his long experience and careful attention to merit the patronage and support of the Public.
Hongkong, 4th August, 1866.

UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.
STEAM-TUG "LITTLE ORPHAN."

THIS Powerful Tug is available at any time to Berth Vessels in this Harbour, or to Tow them to or from sea.
For particulars, apply to the Captain on board or to J. B. ENDICOTT, *Secretary*.
2566 Hongkong, 12th October, 1866.

NOTICE.
HONGKONG AND WHAMPOA DOCK Co., LIMITED.
STEAM-TUG "FAME."
110 *H. P.* NOMINAL.
With disconnecting Engines.

THIS powerful TUG, is available at any moment to Berth Vessels in Harbour, or Tow them to or from sea.
For particulars, apply to the Captain on board; or to the Office of the Company, *d'Aguilar Street*, Hongkong.
JOHN S. LAPRAIK, *Secretary*.
2296 Hongkong, 13th October, 1866.

Banks.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.
INCORPORATED BY ROYAL CHARTER.
CAPITAL PAID-UP £750,000.
With power to increase to £1,500,000.
Reserve Fund, £145,902 14s. 8d.
Head-Office—No. 65, Old Broad Street, London, E.C.

COURT OF DIRECTORS.
George Garden Nicol, Esq.—*Chairman.*
Donald Larnack, Esq.
George May, Esq.
Sir Frederick J. Halliday.
James M. Robertson, Esq.
Ellis James Gilman, Esq.
David Trail Robertson, Esq.—*Chief-Manager.*

LONDON BANKERS.
Bank of England.
London Joint Stock Bank.

SOLICITORS.
Messrs. Clarke, Sons, & Rawlins, Coleman St.

AUDITORS.
Messrs. Coleman, Turquand, Youngs & Co., Public Accountants.
J. Smith, Esq., of Messrs. W. Nicol & Co., Bombay.
James Joseph Mackenzie, Esq., late of Messrs. Dent & Co., China.

Branches and Agencies.
Bombay.
Calcutta.
Madras.
Ceylon { Colombo. Kandy. Galle.
Singapore.
Penang.
Foochow.
Shanghai.
Yokohama.
Hankow.
Mauritius.
Saigon.
Batavia.

EDINBURGH DEPOSIT AGENCY,
128, George Street.
CHARLES PEARSON, Esq., C.A.—Agent.

HONGKONG BRANCH.

Current deposits.—Accounts are kept on which no interest is allowed and no charge made for collecting Bills, Cheques, &c.
Fixed deposits.—Are received viz.:—
Repayable at 12 months' ......6 % per annum.
,, at 6 ,, ...5 % per annum.

The Bank discounts Local Bills, and Notes payable in Hongkong having at least two approved names unconnected in general partnership, and makes advances on approved Banking Securities.

Exchange.

The Bank issues drafts on its London Office, and on the London Joint Stock Bank at four months' sight, also on its Branches above; and Agents in Scotland, Ireland, Melbourne, Sydney, and Towns in Australia, New Zealand, &c. and grants Circular Notes for the use of travellers negotiable in all Towns of importance throughout the world.

Bills payable in Europe or in any of the above mentioned places are purchased or remitted for collection.

Further information as to the rules of business may be obtained at the office, or on application by letter to the Manager.

Office hours:—10 to 3, Saturday 10 to 1.
WILLIAM JACKSON, *Manager.*
2, Queen's Road, 24th July, 1867.

THE
ORIENTAL BANK CORPORATION.
INCORPORATED BY ROYAL CHARTER, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.
Court of Directors.
Harry George Gordon, Esq., Chairman.
William Scott Binny, Esq., Deputy-Chairman.
James Blyth, Esq.
Duncan James Kay, Esq.
J. Binny Key, Esq.
Alexander Mackenzie, Esq.
Lestock Robert Reid, Esq.
James Walker, Esq.
Charles J. F. Stuart, Esq., Chief-Manager.

Bankers.
The Bank of England.
The Union Bank of London.
Agents in Scotland.
National Bank of Scotland.
Commercial Bank of Scotland.
Agent in Edinburgh.
R. Dundas Cay,
23, St. Andrew's Square, Edinburgh.
Agents in Ireland.
Provincial Bank of Ireland.
The National Bank.
Head Office.
Threadneedle Street, London, E.C.
Branches and Agencies.
BOMBAY, CALCUTTA, MADRAS, PONDICHERRY, KURRACHEE, COLOMBO, POINT DE GALLE, MAURITIUS, MELBOURNE, SYDNEY, SINGAPORE, FOOCHOW, SHANGHAI, YOKOHAMA.

HONGKONG BRANCH.

The Corporation receive Money on Deposit repayable on Demand, upon which no Interest is allowed. Current accounts are kept with Firms and Individuals, free of Commission.

Money is also received on Fixed Deposit, repayable at Twelve, Six, and Three Months' notice. Rates of interest may be known on application either at the office of the Corporation or by letter addressed to the Manager.

Notice of withdrawal may be given at the time of deposit.

The Corporation discount Bills and Notes payable in Hongkong, having at least two approval names unconnected in general partnership; and they advance upon Bullion and Merchandize, not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation grant Drafts on the Bank of England payable on demand, on the Union Bank of London at Four Months' sight, and on the Head office at shorter sight.

Circular Notes for the use of Travellers are issued, negotiable in all places of importance throughout the world.

Drafts are granted on the several Branches and Agencies of the Corporation, as above, at the Exchange of the day, and on the proper address being furnished will be forwarded direct to the Payees by the Corporation.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Approved Bills payable in San Francisco are also purchased by the Corporation, and drafts granted, at rates of exchange equivalent to those ruling on London.—Bills of Exchange on San Francisco, or the Atlantic Ports, will likewise be remitted for collection, at the option of Constituents.

All cheques or orders to be made payable to "The Oriental Bank Corporation."

Information as to the rules of business may be had at the Office, or on application by letter to the Manager.

Office hours 10 to 3, Saturday 10 to 1.
JAMES BERWICK, *Acting Manager.*
249 Hongkong, 1st January, 1867.

AGRA AND MASTERMAN'S BANK, LIMITED.

NOTICE.

DURING the Temporary Absence of the Undersigned from the Colony, Persons having claims against the BANK are referred to Mr. HENRY C. CALDWELL, Solicitor.
FRANCIS H. LANE,
Attorney for Liquidator.
tf 2160 Hongkong, 20th September, 1867.

NOTICE.

A SUB-AGENCY of the Oriental Bank Corporation, under the charge of Mr. ALEXANDER PATERSON, has been OPENED at FOOCHOW.
J. McDOUALL, *Manager*,
Oriental Bank Corporation.
tf 1399 Hongkong, 3rd September, 1866.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL.—5,000,000 of Dollars.

Court of Directors:—
Chairman—WOLDEMAR NISSEN, Esq.
Deputy Chairman—ARTHUR SASSOON, Esq.
W. H. Forbes, Jr., Esq. | Julius Menke, Esq.
Geo. F. Heard, Esq. | Caleb T. Smith, Esq.
Geo. J. Helland, Esq. | Thos. Sutherland, Esq.
William Lemann, Esq.

Managers:—
Hongkong—Victor Kresser, Esq.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 3 per cent. per annum.
,, 6 ,, 4 ,, ,,
,, 12 ,, 5 ,, ,,
LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
VICTOR KRESSER, *Manager.*
Offices of the Corporation,
Wardley House, No. 1, Queen's Road.
31st July, 1867. tf 929

NOTICE.

IT being considered desirable to shorten the usance of Bills drawn in India and China on Europe, the undersigned *hereby give notice* that from 1st January, 1867, their Branches and Agencies in the East will only buy and sell Bills of Exchange at a term not exceeding four months' sight.

The undersigned further give notice that they will purchase Bills of Exchange, drawn under Credits, only when the Credits contain a distinct engagement with the holders of the Bills to accept the same.

G. U. ADAM,
For the Chartered Bank of India, Australia and China.
D. T. ROBERTSON,
For the Chartered Mercantile Bank of India, London and China.
J. OUSELEY,
For the Bank of Hindustan, China and Japan, Limited.
J. C. PARRY,
For the Delhi and London Bank, Limited.
G. PIETSCH,
For the Comptoir D'Escompte de Paris.
CHARLES J. F. STUART,
For the Oriental Bank Corporation.
tf 1795 Hongkong, 21st August, 1866.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE.

NOTICE is hereby given that application for Shares will be received by the Undersigned; it is also notified that the form of application for Shares must be as follows:—

To THE PROVISIONAL COMMITTEE
Of the Union Insurance Society of Canton.

GENTLEMEN,
I request you will be pleased to allot me Shares, of Five thousand dollars each, in the above-named Company, and I agree to accept such Shares, or any less number, which may be allotted to me, and to pay a call of One thousand dollars per Share on allotment. I also undertake to confirm the Acts of the Provisional Committee, pending the appointment of a permanent Court of Directors, and to subscribe to the Deed of Settlement, when called on to do so.
I am, Gentlemen,
Your obedient Servant,
Name..........
Address..........

By order of the Provisional Committee.
C. D. WILLIAMS,
Secretary.
tf 2292 Hongkong, 7th October, 1867.

REWARD.

WE, the Undersigned, offer a REWARD for the delivery of Captain JOSEPH HUNT, or his Wife, MERCY HUNT, late of the American barque *Rover*, alive in any Treaty Port in China, the amount opposite our signatures, or one-half the same amount for their bodies, delivered in any Treaty Port in China.

Captain JOSEPH HUNT, Wife, Officers, and Crew landed on the south point of the Island of Formosa about the 12th of March, 1867, after the loss of the Vessel.
J. H. L. BOTEFUHR..........$1,000.
J. G. WILLOBY..........1,000.
F. G. JORDON..........500.
tf 1252 Swatow, 24th May, 1867.

IN THE SUPREME COURT OF HONGKONG, IN BANKRUPTCY.

NOTICE.

ALBERT EMILE VAUCHER and GEORGE BLAKEWAY, both of Victoria, in the Colony of Hongkong, lately trading together in Co-partnership as Merchants and Commission Agents, under the style or firm of "VAUCHER AND COMPANY," having been adjudged Bankrupts under a petition for adjudication of Bankruptcy filed in the Supreme Court of Hongkong in Bankruptcy on the *23rd day of September*, 1867, are hereby severally required to surrender themselves to Norman Ramsay Masson, Esquire, the Acting Registrar of the said Court, at the first meeting of their Creditors, to be held before the said Acting Registrar on the *17th day of October next*, at 11 o'clock in the forenoon precisely, at the said Court.

Mr. Norman Ramsay Masson is the Official Assignee and Mr. Edmund Sharp is the Solicitor acting in the Bankruptcy.

A public sitting will be appointed by the Court for the said Bankrupts to pass their last examination, of which notice will be given in the *Hongkong Government Gazette*.

At the first meeting of Creditors the Acting Registrar will receive the proofs of the Debts of the Creditors, and the Creditors may choose an Assignee or Assignees of the Bankrupts' estate and effects. At the public sitting, proofs of Debts of Creditors will be received and the Bankrupts will be required to submit themselves to be examined and to make a full disclosure and discovery of all their estate and effects, and to finish their examination.

Notice is also hereby given to all persons indebted to the said Bankrupts, or that have any of their effects, not to pay or deliver the same but to the Official Assignee, and to give notice to the Solicitor acting in the Bankruptcy.
Supreme Court House,
Hongkong, 28th Sept., 1867. [10d 2272

PAR Ordonnance Consulaire en date du 9 Octobre, 1867, le Capitaine GUIBANT, Commandant le trois mâts Français *l'Oriza*, est autorisé à emprunter à la grosse aventure une somme d'environ $4,000, sur le Corps, Quille, Agrès, Apparaux et Facultés de son Navire.

Les soumissions seront reçues au Vice Consulat à Macao, le JEUDI, le 17 Octobre, à 1 heure l'après-midi.
Par autorisation spéciale du Consul.
Le Vice Consul Provisoire,
H. EBELL.
7d 2340 Macao, 10th October, 1867.

ALL Persons having Claims against the Estate of the late GEORGE WILKINS, and all Persons indebted to the same, are requested to communicate with the Undersigned on or before the 1st of October next.
S. SPEECHLY.
tf 1121 Hongkong, 10th May, 1867.

THE MEMBERS of the late HONGKONG VOLUNTEER CORPS, are hereby requested to return without delay to the Undersigned the RIFLES they have been allowed to retain pending sanction for their purchase, the same not having been allowed.
H. COHEN.
tf 681 Hongkong, 14th March, 1867.

Auctions.

PUBLIC AUCTION.
GENERAL WEEKLY SALE.

LAMMERT, ATKINSON & Co. will Sell by Public Auction
THIS DAY,
the 15th October, 1867, at Noon,
At their Sales Rooms, Queen's Road Central,—
120 Cases New OILMAN'S STORES, consisting of PICKLES, TART FRUITS, MUSTARD, VINEGAR, SALAD OIL, OLIVES, JAMS, JELLIES, MARMALADE, RAISINS, CURRANTS, MACCARONI, VERMICELLI, BLOATERS, SAUCES, TAPIOCA, ARROWROOT, PEARL BARLEY, &c., &c.
50 Dozen Huntley & Palmer's BISCUITS, in 1 lb. and 2 lbs. Tins.
20 Cases French PRESERVES.
8 ,, Gillon's Fresh MILK.
5 ,, YORK HAMS.
5 ,, Wilts CHEESE.
50 Drums Boiled LINSEED OIL.
45 Bales REPAIRING CANVAS.
100 Boxes Bond SOAP.
IRON SAFES.
2 Cases HONEY SOAP.
200 MUSKETS.
25 REVOLVERS.
An Invoice of Fashionable READY-MADE CLOTHING, suitable for the Season.
10 Pieces White FLANNELS.
5 ,, Blue and Black DIAGONALS.
5 ,, Finished 6/4 MELTONS.
20 ,, TWEEDS.
200 Dozen COTTON SOCKS.
2,000 Flasks Hall and Son's FFF POWDER.
50 Casks Fresh California FLOUR.
75 Cases Large size Palm Tree GIN.
30 Casks STOUT, in Quarts.
30 Cases INDIA PALE ALE.
140 ,, CLARET, to close consignment.
And a variety of other GOODS.
Also,
(*For account of whom it may concern*),
Ex *Osprey*,—
S in diamond, 5 Cases containing each, 20
W L Short Enfield RIFLES, with Sword Bayonets.
And,
Ex *Georg*,—
H
C K in triangle, 3 Boxes TOBACCO.
2
All more or less damaged by Sea Water.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
2365 Hongkong, 14th October, 1867.

PUBLIC AUCTION.

SAYLE & Co. will Sell by Public Auction, at the VICTORIA EXCHANGE,
THURSDAY,
17th October, 1867, at 11 o'clock A.M.—
Men's Merino and Lambswool SOCKS.
Children's Cotton, Merino, and Lambswool SOCKS.
Men's Lambswool UNDER-SHIRTS.
Men's CRIMEAN SHIRTS.
White FLANNELS, all Wool.
Printed and Woven Fancy FLANNELS.
HUCKABACKS and TOWELS.
Victoria COVERS.
CARPETS.
American LEATHERS.
SCOTCH CAPS.
Town-made SILK UMBRELLAS.
3/4 Fancy DOESKINS.
6/4 TWEEDS and DOES.
6/4 Black and Blue WITNEYS.
Black and Blue BROAD CLOTHS.
And
A Miscellaneous Assortment of other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
2337 Hongkong, 14th October, 1867.

FOR SALE BY PUBLIC AUCTION.

THE Screw Steamer
SHAFTESBURY,
Register Tonnage, Gross 680, Net, 520.
Horse Power, 120.
The whole or 48/64ths of this Steamer will be offered for Sale in Hongkong,
On or about the 3rd Proximo,
BY
PUBLIC AUCTION,
(unless previously disposed of by Private Contract.)
For particulars, please apply to the Undersigned:
BIRLEY & Co.
2270 Hongkong, 3rd October, 1867.

BOWRA & Co.
HAVE received instructions to Sell by PUBLIC AUCTION, on a day hereafter to be named, unless previously disposed of by Private Sale.
The three-masted Schooner
HEATHER BELL,
as she now lies in the harbour.
TERMS OF SALE will be made known in a future advertisement.
2282 Hongkong, 4th October, 1867.

NOTICE.

THE Estate of Mr. C. DAVID comprising the business of late Messrs. H. MARSH & Co., in liquidation under Trusteeship, will be Sold at
HOME COST PRICES.
Viz.—The entire Stock of MILLINERY and DRAPERY GOODS.
Catalogues of which are now being circulated
The Rooms will be OPEN on MONDAY, the 2nd September, 1867.
TERMS—CASH.
tf 2020 Hongkong, 31st August, 1867.

NOTICE.

THE Undersigned is ready to receive Tenders for the conveyance of COALS to the undermentioned Ports, viz.—
Swatow, about .... 300 Tons.
Amoy, ... 500 ,,
RICHD. F. HAWKE,
Acting Naval Storekeeper.
H.M.'s Naval Yard,
Hongkong, 5th August, 1867. tf 1804

ILLINGWORTH & Co., having established themselves at *West Point*, next below the HONGKONG and CHINA GAS Co., are prepared to do all kinds of
ENGINE AND BOILER WORK;
Also,
SHIPSMITH'S WORK
of any description.
They have also erected a FOUNDRY on the Premises, and are prepared to execute all kinds of
BRASS AND IRON CASTINGS.
And hope that by a strict attention to business and moderate charges to merit a share of the public patronage.
tf 1945 Hongkong, 22nd August, 1867.

F. BECHTINGER,
PHYSICIAN, SURGEON, & OCULIST.
Hollywood Road, No. 18.
tf 1825 Hongkong, 6th August, 1867.

BARNARD, WILSON & Co.
SHIP CHANDLERS AND GENERAL STOREKEEPERS,
SHIPWRIGHTS, ENGINEERS, AND BLACKSMITHS,
MANILA.
Carpenters' and Blacksmiths' work done on more moderate terms than in China.
Every convenience for heaving down, and coppering.
tf 1375 Manila, June 4th, 1867. [J21.

BUTCHER'S LIVERY STABLES.

HORSES received on Livery,
Carriages and Horses sold and bought on Commission.
Farriery, under careful supervision.
Carriages and Horses for Hire by the job, hour, day, week or month.
Harness and Saddlery repaired and renovated, a stock of London made being always on hand.
Horses broken to Saddle or Harness.
(J.B. will be happy to call at the residence of any person requiring his services, on receiving instructions to that effect.)
Horses always on hand for Sale.
Rear of Murray Barracks, Hongkong.

Intimations.

NOTICE.

A MEETING of the SPECIAL COMMITTEE of the HONGKONG CHAMBER OF COMMERCE will be held on THURSDAY next, the 17th instant, at half-past two o'clock P.M., at the New Rooms over the MEDICAL HALL.
By order,
EDW. NORTON,
Secretary.
3d 4380 Hongkong, 15th October, 1867.

NOTICE.

A GENERAL MEETING of MEMBERS of the HONGKONG CHAMBER OF COMMERCE will be held on SATURDAY next, the 19th instant, at half past two o'clock, at the New Room over the MEDICAL HALL, to consider and pass the MEMORIAL prepared by the SPECIAL COMMITTEE on the subject of the Revision of the Treaty of Tientsin.
By order,
EDW. NORTON,
Secretary.
5d 4381 Hongkong, 15th October, 1867.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON.

THE requisite number of Shares in the above SOCIETY having been applied for, a meeting of the APPLICANTS will be held on FRIDAY next, the 18th instant, at half-past two o'clock, for the purpose of electing a Board of Directors.
By order of the Provisional Board.
C. D. WILLIAMS,
Secretary.
7d 2357 Hongkong, 12th October, 1867.

INSOLVENCY.

WHEREAS Messrs. HAGEN DA SILVA & Co., of Takao and Tamsui, have surrendered their ESTATE to me for the purpose of having it wound up for the benefit of their Creditors, the said ESTATE being Insolvent, notice is hereby given that all Creditors must hand in their Claims to this Consulate on or before the 15th October, 1867, and must further appear at this Office themselves or by proxy for examining and proving these Claims on the 14th November, 1867, at 12 Noon.

All Debtors to the said Firm must make payment of their Debts before the 15th October to the Prussian Consul at this Port, whose receipt alone will be proof of payment.
CHAS. CARROLL,
Acting Prussian Consul.
Takao, Formosa,
1st September, 1867. [35d 2224

NOTICE is hereby given that the Undersigned has from this day rented that portion of PREMISES, No. 5 in *Queen's Road West*, lately occupied by HO-SHING-KEE, Watchmaker, and that he will not hold himself RESPONSIBLE for any Debts that might have been contracted by the said HO-SHING-KEE.
WING-FOOK-SONG.
1m 2211 Hongkong, 26th September, 1867.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

NOTICE.

THE Steamers *Prince Albert* and *Sir Jamsetjee Jejeebhoy* have now commenced their NIGHT TRIPS between Hongkong and Canton, leaving each place at 5 P.M., and SUNDAY MORNINGS at 7 A.M.
FIRST-CLASS PASSAGE, $4.
These Powerful Steamers are available to tow Ships to or from Whampoa at reasonable rates.
For particulars, apply to the Captains on board.
tf 2008 Hongkong, 30th August, 1867.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

IT is with much regret the Undersigned has to inform GAS CONSUMERS of his inability to distribute the supply during the next two or three nights, in consequence of the complete severing of the Company's leading main by the land slip on the Battery Hill, *West Point*, last evening. He trusts however to complete a new main which will meet the Colony's requirements in the course of the next two days.

The Undersigned further begs to state that the inconvenience to Consumers and the Public is not attributable to any fault of the Company, and that it has arisen from the Lot-holders at the side of Battery Hill having made excavations which have occasioned the destruction of both the roadway and main.
A. NEWTON,
Manager.
tf 2239 Hongkong, 30th September, 1867.

TO LET.

TWO FRONT ROOMS on the First Floor, 92, *Queen's Road*. Rent moderate.
Apply to H. LIPMANN.
tf 2355 Hongkong, 12th October, 1867.

HONGKONG AMATEUR THEATRICAL SOCIETY.

SUBSCRIPTION LISTS for the ensuing Season are now lying at the CLUB and at Messrs. LANE, CRAWFORD & Co.'s.

The Committee propose having Five Subscription Performances during the Season, for which they have fixed the Subscription at:—
For each Stall, ... $10.
For each Box .... $75.
H. HARRINGTON NELSON,
Hon. Secretary.
tf 2229 Hongkong, 28th September, 1867.

DENTISTRY.

MR. J. S. BURLINGHAM,
SURGEON DENTIST,
Having established himself on *Peddar's Hill*, Hongkong, begs to inform the community that he performs all kinds of operations, both
MECHANICAL OR OPERATIVE DENTISTRY.
Special attention paid to the regulation of Children's Teeth.
Address:—No. 2, *Peddar's Hill*, opposite ST. PAUL'S COLLEGE.
tf 1992 Hongkong 28th August, 1867.

NOTICE OF REMOVAL.

THE Office of the Undersigned is this day REMOVED to No. 9, *Gough Street*.
KIRCHNER, ROGER & Co.
1m 2258 Hongkong, 1st October, 1868.

LETTS' DIARIES FOR 1868.
At BOWRA & Co.
21d 2329 Hongkong, 9th October, 1867.

FRENCH!

THE Advertiser, a PARISIAN, is desirous of giving some French Lessons on moderate terms. Address X. X., care of Office of this Paper.
tf 2197 Hongkong, 25th September, 1867.

MRS. VINTON'S PRIVATE FAMILY BOARDING ESTABLISHMENT
Hollywood Road, next door to the HOTEL DE EUROPE.
tf 661 Hongkong, 12th March, 1867.

NOTICE.

THE Undersigned has the pleasure to offer to the GENTRY of this Colony an
ORCHESTRA BAND,
for BALLS, THEATRE, CIRCUS, &c.,
and will be happy to attend to any orders, either verbally or in writing, on shore, or on board of any of the Vessels in this harbour.

All orders sent to the following addresses will be punctually attended to:—House Nos. 1 and 2, *Tank Lane Terrace*; care of Mr. L. VOLKMAN, House No. 18, *Hollywood Road*; care of Mr. JOZE GUEDES, JUNR., at Messrs. LAMMERT, ATKINSON & Co., or to the care of Mr. A. RIBEIRO, at the "*Daily Press*" Office.
L. M. LOBO.
tf 2364 Hongkong, 14th October, 1867.

A CARD.

TH. H. ELMENHORST, JR.
SHIPBROKER.
tf 2494 Hongkong, 12th November, 1866.

Intimations.

SPLENDID PRESENTS.—STEREOSCOPIC VIEWS OF CALIFORNIA SCENERY.

COMPRISING 1,500 Photographic Views of the most prominent points on the Pacific Coast, illustrating Cities in California and Nevada; also Placer, Quartz, Hydraulic, River, and Quicksilver Mining. The Yo-Semite Valley, with its perpendicular Mountains 3,000 to 6,000 feet high, and magnificent Waterfalls of 300 to 3,000 feet; and the Mammoth Trees of Calaveras County, 300 to 400 feet high, and more than 100 feet in circumference. Send for a Catalogue to LAWRENCE and HOUSEWORTH, Opticians, Nos. 317 and 319, Montgomery Street, San Francisco, California, who have the largest Optical Instrument Establishment on the Pacific Coast.
14d 4371 Hongkong, 15th October, 1867.

WEIL & Co.,
IMPORTERS OF
HAVANA CIGARS AND VIRGINIA TOBACCO,
226, Front Street, San Francisco, California.
N.B.—Always on hand a Large Stock in BOND for export.
3m 4373 Hongkong, 15th October, 1867.

H. H. BANCROFT & Co.
PUBLISHERS, MANUFACTURERS, IMPORTERS, WHOLESALE DEALERS AND JOBBERS IN
BOOKS AND STATIONERY,
SAN FRANCISCO, CALIFORNIA.
The Business was established in 1856, and comprises one of the largest and most complete Stocks in the World. Orders solicited and carefully billed.
H. H. BANCROFT & Co.
14d 4374 Hongkong, 15th October, 1867.

WANTED.

TWO ROOMS. Please address K. D., Office of this Paper.
tf 1625 Hongkong, 18th July, 1867.

EMPLOYMENT WANTED by Advertiser, a Book-keeper and General Business Man, who is out of an engagement owing to Insolvency of former employers. Has been three years in China. Address P, Office of *Daily Press.*
10d 2371 Hongkong, 9th October, 1867.

TO MERCHANTS, &c.

A SCOTCH GENTLEMAN is desirous of obtaining an ENGAGEMENT in a MERCHANT'S OFFICE or otherwise.

He has a perfect knowledge of BOOK-KEEPING and ACCOUNTS generally, having had eleven years' Mercantile Experience, for which period he can show first-class testimonials. He can also give good references in Hongkong. Address B. Z., *Daily Press* Office.
1m a2183 Hongkong, 24th September, 1867.

VICTORIA REGATTA CLUB.

PROGRAMME FOR MEETING OF 1867.

Committee:
Commodore JONES, R.N., Chairman.
JOHN BICKETT, Esq.
RICHARD F. HAWKE, Esq.
A. McLEOD, Esq.
C. D. KERR, Esq., *Hon. Sec.*
Stewards:
Colonel GAWLOR, 73rd Regt.
Hon. C. C. SMITH, Esq.
J. M. VICKERS, Esq.

FIRST DAY.
Tuesday, 19th November, 1867.

FIRST, 1.30 P.M.—For Boats pulled by non-commissioned Officers and Men of any Regiment or Corps in garrison; Officers can officiate as coxswains if necessary. Distance, one mile. First Boat, $25; second, $10. Time for Oars. Entrance fee, $1.

SECOND, 2 P.M.—For Single Pairs. Distance one mile. Prize, the LADIES' PURSE. Entrance fee, $5.

THIRD, 3 P.M.—For Merchant Ships' Boats. Distance, one mile. First Boat, $15; second, $5. Entrance fee, $1. Entries received by Stewards till 12 o'clock on day of meeting.

FOURTH, 3.30 P.M.—For Four-oared Canton Cutters. Distance, one mile and-a-half. Prize, the FAREWELL CUP, presented by A. SASSOON Esq., value $200. Entrance fee, $10.

FIFTH, 4 P.M.—For Men-of-war's Gigs. Distance one mile. Prize, first Boat, $20; second, $5. Time for oars. Entrance fee, $1. Entries received as in Race 3.

SIXTH, 4.30 P.M.—For Pair Oars and Two Pairs Sculls. Distance, one mile. Prize, the GRACE CUP, presented by a Member, value $100. Entrance fee, $5.

SEVENTH, 5 P.M.—For House Boats pulled by Chinamen. Distance, one mile. First Boat, $10; second, $3. Entries received as in Races 3 and 5.

EIGHTH.—Sailing Race for Open Boats, Chinese excepted. First Boat, $25; second, $10. Entrance fee, $2.

SECOND DAY,
20th November.

FIRST, 1.30 P.M.—For Men-of-war's Cutters. Distance, one mile. First Boat, $25; second, $10. Entrance fee, $1. Entries received till 12 o'clock on day of meeting. Time for oars.

SECOND, 2 P.M.—For Single Pairs. Distance, one mile. Prize, the GOLD CHALLENGE SCULLS, to be won two years in succession by the same member, and a Cup valued at $25, presented by the CLUB. Entrance fee, $5.

THIRD, 3 P.M.—For Four-oared Canton Cutters. Distance, one mile and-a-half. Prize, the BISHEE CUP, presented by D. RUTTUNJEE, Esq., value $200. Entrance fee $10, winners of the FAREWELL CUP excluded.

FOURTH, 3.30 P.M.—For Merchant Ships' Boats. Distance one mile. Prize, $10, first boat; second, entrance fees. Winners of first day similar race excluded. Time for oars. Entrance fee, $1. Entries received as in Race 1.

FIFTH, 4 P.M.—For Single Pairs. Distance, one mile. Prize, the AMERICAN CUP, value $150, presented by the American Community. Winner of the LADIES' PURSE, or GOLD SCULLS, 1867, excluded. Entrance fee, $5.

SIXTH, 4.30 P.M.—For Boats pulled by non-commissioned Officers and Men of any Corps in Garrison. Winners of first day similar race excluded. Time for oars. Prize, first boat, $20; second, $5. Distance, one mile. Entrance fee, $1.

SEVENTH, 5 P.M.—For four-oared Canton Cutters. Distance, one mile. Prize, the JINKER CUP presented by H. B. GIBB, Esq. Entrance fee, $10.

EIGHTH.—Sailing Race for Yachts. Prize, the NAVAL CUP. Particulars of the course will be named hereafter.

The Ocean Race for Yachts. Prize, the DOUGLAS CHALLENGE CUP. Particulars of the course and day of race will be duly announced.

At the conclusion of the meeting, should time allow, a scratch four-oared race for half a mile will take place, open to all members of the CLUB. Entrance fee, $1. Prize, PEWTER.

A Barber boat race, once round the steamer will however take the place of this race, provided not less than ten entries are sent into the Honorary Secretary before the 12th November. Entrance fee, $1.

Weights, Colors, and Names of each Crew for presentation prizes must be stated on entering. Last day of receiving entries, TUESDAY, 12th November.

The Races will commence each day at half-past one. Tiffin to take place on the first day after the LADIES' PURSE, and on the second day after the GOLD SCULL races.
CRAWFORD D. KERR,
Hon. Secretary.
tf 2243 Hongkong, 1st October, 1867.

NOTICE OF REMOVAL.

THE Business of the MEDICAL HALL (and SODA-WATER MANUFACTORY connected therewith) has THIS DAY been REMOVED to those Spacious and Commodious Premises adjoining Messrs. G. FALCONER & Co., *Queen's Road Central.*
tf 2028 Hongkong, 2nd September, 1867.

Intimations.

ALEX. BOYER, having engaged the Services of Md.lle MARIE, lately with Messrs. H. MARSH & Co., is prepared to execute any orders for DRESSMAKING and MILLINERY, &c.
tf 4377 Hongkong, 15th October, 1867.

NOTICE.

MR. JOZE CANDIDO DOS REMEDIOS is duly authorized to sign our Firm per procuration from this date.
REMEDIOS & Co.
tf 4378 Hongkong, 15th October, 1867.

FOR SINGAPORE.

THE A 1 British Ship
"RAMSEY,"
will Sail for the above Port on MONDAY, 21st instant.
For Freight or Passage, apply to the Undersigned, or to the Captain on board.
GILMAN & Co.
7d 4375 Hongkong, 15th October, 1867.

TO LET.

THE Extensive PREMISES, in the *Queen's Road*, lately occupied by the COMMERCIAL BANK.
For terms, apply to
THOS. W. BARRINGTON,
53, *Wyndham Street.*
1m 4376 Hongkong, 15th October, 1867.

LEATHER AND SADDLES,

OF every description, suitable for the Chinese Market, for Sale in quantities to suit,
BY
MAIN & WINCHESTER,
San Francisco,
California.
3m 4372 Hongkong, 15th October, 1867.

Notices to Consignees.

CODABUX, FROM CALCUTTA.

CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the vessel's discharge will be landed and stored at Consignees' risk and expense, without further notice.
N. MODY & Co.
4w 2370 Hongkong, 14th October, 1867.

MYSORE, FROM BORDEAUX AND SINGAPORE.

CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading to the Undersigned, for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of this vessel will be landed and stored at Consignees' risk and expense, by
DENIS FRERES,
Agents Ship *Mysore.*
tf 2328 Hongkong, 9th October, 1867.

MEDUSA, FROM CALCUTTA.

CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the vessel's discharge will be landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co.
6d 2331 Hongkong, 9th October, 1867.

PHILIP NELSON, FROM BOMBAY.

CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery.
HOLLIDAY, WISE & Co.
tf 2333 Hongkong, 9th October, 1867.

CRAIGIE LEA, FROM CALCUTTA.

CONSIGNEES of Cargo by the above-named vessel are requested to send their Bills of Lading to the Undersigned for countersignature and take immediate delivery of their Goods.

Cargo impeding the discharge of the vessel will be landed and stored in the Godowns of the Undersigned at the Consignees' risk and expense.
TURNER & Co.
tf 2317 Hongkong, 8th October, 1867.

S. S. *T. A. GIBB*, FROM SINGAPORE AND CALCUTTA.

CONSIGNEES of Cargo by the above Steamer are requested to send in their Bills of Lading for countersignature to the Undersigned, and take immediate delivery of their Goods.

Cargo impeding this Steamer's discharge will be landed and stored at Consignees' risk and expense, without further notice.
GIBB, LIVINGSTON & Co.
tf 2295 Hongkong, 7th October, 1867.

P. M. S. S. Co.'s STEAMER *GREAT REPUBLIC*, FROM SAN FRANCISCO AND YOKOHAMA.

CONSIGNEES of Cargo by above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature and take immediate delivery of their Goods.

Cargo not called for within twenty-four hours after arrival, will be landed and stored at risk and expense of consignees.
GEO. F. BOWMAN,
Agent.
tf 2290 Hongkong, 5th October, 1867.

THE B. & B. S. S. Co.'s STEAMER *GUNGA*, FROM CALCUTTA AND SINGAPORE.

CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods. Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense without further notice.
OLYPHANT & Co.
tf 2219 Hongkong, 27th September, 1867.

OSPRAY, FROM LONDON.

CONSIGNEES of Cargo by the above-named vessel are requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of this vessel will be landed and stored at Consignees' risk and expense, by
GILMAN & Co.,
Agents Ship *Osprey.*
tf 2155 Hongkong, 18th September, 1867.

NOTICE.

THE following Packages, still unclaimed, are lying at the P. & O. S. N. Company's Godown at the risk and expense of the Consignees, who are requested to take immediate delivery:—

From Melbourne—
Thos. Warren, = 1 Box Printed Bills, ex *Behar*, in February, 1867.
From England—
Capt. C. Stanhope, R.N., = 2 Parcels Books, ex *Ellora.*
Lieut. E. B. Pusey, = 1 Case Gun, ex *Delhi.*
E B 13. = 1 Case Leather Accoutrements, } ex *Behar.*
H
E B in diamond, H 13, } = 1 Case Rifles, }
tf 2187 Hongkong, 5th October, 1867.

THE following cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery.

Ex "Alphee," 7th September.
G D & Co. 107, 109, 111, 112, 114, } 5 Cases Bottles.
H M & Co. 7, ... 1 Case Sundries.
Adds. Peer .... 1 Trunk.
Ex "Cambodge," 4th October.
L Y 132 .... 1 Case Sundries.
G D & Co. 106, 108, 110, 113, 4 Cases Bottles.
G D & Co. 115, 116 .... 2 ,, Bottles.
H M & Co. 2/3 .... 2 ,, Sundries.
B 183, 356, ... 2 ,, Watches.
B M 355, ... 1 Case Watches.
B B N B O 1/5 .... 5 Cases Opium.
E & M 1, ... 1 Case Oil.
C. BERTRAND, *Principal Agent.*
tf 2298 Hongkong, 7th October, 1867.

UNDER DISPATCH.

For Singapore, Penang and Calcutta.—Per *Thunder*, on Saturday, the 19th inst., at 2 P.M.

The mails to be forwarded by the *Great Republic*, will be closed at 4 P.M., To-morrow, the 15th instant, instead of at the time previously notified.

NOW READY

BOUND VOLUMES of the TRADE REPORT for the year 1866. Price $10.
Apply at the *Daily Press* Office.
tf 243 Hongkong, 22nd January, 1867.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT, By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ... $2.00
Neatly Bound, ... $2.50
Apply at the *Daily Press* Office

Notices to Correspondents.

Two or three letters, which we intend to insert, but for which we have no space to-day, shall appear, if possible, to-morrow.

The delivery of the *Daily Press* from the office commenced on Monday morning at 10.45, and the last messengers left the office at 11.30

The Daily Press.

HONGKONG, OCTOBER 15, 1867.

RECENT EVENTS.

The occurrence of a second disastrous typhoon on this part of the China coast, which has been felt over a large part of the China Sea, has been one of the principal events of the past fortnight. At Hongkong the Stamp Act has been introduced, and is now in operation. Manila has suffered from a terrible hurricane and a series of inundations. The Foochow community has forwarded a memorial to Sir R. Alcock on the subject of Treaty revision. The *Great Republic*, the second of the large steamers laid on the line between Hongkong and San Francisco, has arrived. At Shanghai very little of interest has transpired. The Club has again been opened, under new auspices. At Japan a general court-martial was going on, at the last accounts, on Captain Hodson, R.A., who was charged with drunkenness, absence from the parade, and insubordination. The numerous squadron of American men-of-war which was assembled in Hongkong harbour recently, is now dispersed in various directions, some having gone to Japan and some to Shanghai. At Hongkong a serious landslip, attended with loss of life, took place in the Chinese quarter of the town immediately after the last typhoon. A good deal of interest has been felt in this event, and in the subsequent proceedings at the inquest on the bodies of eight or ten Chinese who were killed. Part of a hill or cliff which had been more or less cut away, but which had been standing securely for two years, slipped down upon a row of eight small China houses, carrying them away in a heap of ruins; many of the inhabitants were rescued, but some were killed. After a prolonged inquiry, the coroner's jury, which showed many signs of a thirst for blood, returned a somewhat ridiculous verdict, blaming the Surveyor-General for not having foreseen that the slip was going to take place. Another slip had taken place at the west end of the town, which occasioned no loss of life, but very seriously inconvenienced the town by destroying the gas mains, and leaving Hongkong for one night in total darkness.

The disasters which have taken place at Manila are on a very extensive scale. During the 24th, 25th, and 26th ultimo, the town was inundated to such an extent that in some places there was four feet of water over the streets. In the Northern provinces of Luzon the floods had been still more extensive. Reports from Ilocos state that three villages have entirely disappeared, several hundreds of lives having been lost. Shipping had suffered so extensively that it would be difficult to give a complete list of the vessels which had been wrecked dismasted, and otherwise dilapidated. Finally, the mail steamer from Hongkong, the *Malespina*, which should have arrived on the 24th ult., had never been heard of, though the dates extend to the 7th inst., and it is scarcely possible to avoid believing that she must have foundered at sea in the typhoon, having been an old worn-out vessel, distrusted for some time by all who knew her.

It will be remembered that, in view of the opportunity which will soon be afforded under the Treaty of Tientsin for the revision of the commercial articles, Sir R. ALCOCK sent a circular to the various British communities, inviting them to make suggestions in reference to the improvements required. One memorial, in reply, has lately been sent to Peking, from the British community at Foochow, but is very far from being of a nature which will satisfy the necessities of the case, or fairly represent the feelings of mercantile men in this country. Indeed, it is said to be considered very unsatisfactory in Foochow, and to represent a very small section of the residents at that port. The faults of the document are in a great measure negative, it is true, but a memorial on the revision of the Treaties can scarcely err more seriously than by passing over in silence the violations of the Tientsin Treaty which have been permitted ever since it came into operation. In the opinion of most impartial persons here, the multifarious grievances against the Chinese mandarins of which merchants have had to complain would never have arisen if the diplomatic representatives of Great Britain had maintained a determined attitude from the first, and had refused to permit any departure from the bargain formally concluded with the Chinese Government in 1858. There is, of course, great room for the improvement of the Treaty of Tientsin itself, but the many familiar ways in which the rights of foreign merchants in China are outraged by the native officials, are almost all provided for and guarded against by the Treaty as it stands. The imposition of oppressive duties in the interior, in addition to those laid down in the Treaty,—the refusal of the Chinese to allow Europeans proceeding inland for the purpose of purchasing tea and silk to travel in small steamers,—the establishment of certain monopolies by which Europeans are kept out of particular trades,—the charge of inland duties against goods which never leave the port of import, the neglect of promises to erect beacons, and lay down buoys off certain ports,—the failure of the central Government to protect foreigners from extortion at the hands of local officials, which amounts to robbery pure and simple,—all these acts of aggression or negligence are in direct violation of the Treaty of Tientsin, and with the British diplomatists who have tolerated them, rests the responsibility. The Chinese Government is, of course, responsible for what has taken place, in one sense of the word, but is so naturally disposed to political dishonesty, so incapable, from its low state of civilisation, of distinguishing between the good faith and dishonour, that it is rather beneath serious indignation. It is a matter of course that the Chinese will break faith in political affairs, if they can. Their conduct depends entirely upon that of foreign diplomatists. If a British Minister shows an unfriendly spirit towards his countrymen—a leaning towards the Chinese view of disputes, no Treaty can be worth anything while he is in office. The Chinese probably laugh at him in secret, and despise him for his complaisance, but at the same time take advantage of it to the fullest possible extent.

Now, the Foochow memorial treats various grievances, which do in fact arise from the disregard of existing provisions in the Treaty, as evils which may be remedied by the revision of the Treaty. This is merely playing into the hands of the British Minister, and helping to conceal his neglect of duty. The most pressing want of foreign commerce in China just now, is an assurance that the Treaty will be enforced and made a reality, whatever it may contain. Then it will be worth while to examine it with care, and introduce some new clauses, so that some further steps in the onward progress of civilisation may be possible in China, even after the Treaty of 1858 shall have been realised. Some of the suggestions made in the Foochow memorial are extremely good. Of course not new; there is no need for that, or room for that indeed. Everyone clearly knows what is wanted, and everything which might be done has been suggested scores of times, but it is none the less useful at a moment like this to parade the *desiderata* afresh. The advance of commercial freedom,—the abolition of the multitudinous restrictions by which trade in this country is fettered at present, must be the object of all foreign powers having any dealings with China. Listening to the nonsense which is sometimes uttered by people who have no sympathy with progress, one might imagine that the objects of foreigners here, were of a nature which could only be gained at the expense of the Chinese. In reality, none of the most pushing foreigners in the country seek for more than the freedom to exchange goods with Chinese who wish to exchange theirs,—the privilege of benefitting themselves by acts which cannot be productive of that result unless they are also beneficial to the natives. To abolish all that remains of the old seclusion in which the people of this empire were kept, is necessarily the object of further agreements with the Government, which it may now be desirable to make. Foreigners have now the right of trading and residing at a large number of ports. The next important step is to secure them the privilege of trading along the coast and putting in for a time at any place where they may have anything to buy or sell. The privilege of travelling by land all over the empire was secured by the Treaty of Tientsin; the privilege of trading anywhere along the coast is a natural step in advance, which might now be fairly made, and a concession which is wisely asked for by the Foochow memorialists. No doubt a similar demand will find a place in the Hongkong memorial which is in course of preparation. This is to be presented, in the name of the Chamber of Commerce, to the Governor, for transmission to the Colonial Office, with a request that it may be passed on to the Foreign Department. Its preparation has been delayed to an extent which is much to be regretted, but it is now understood to be nearly ready.

"Apres Moi Le Deluge."

(From the "Daily Press" of September 30th.)

Après moi le déluge! There is no denying it, that is the favorite Hongkong motto. "Let us alone; time driveth onward fast, and in a little while—" we shall be off by the mail. The mercantile community of this city are the modern "lotus eaters." "Surely slumber is more sweet than toil"—the *dolce far niente* than the performance of public duties. Hongkong must be the land "wherein it seemed always afternoon," spoken of in the Laureate's exquisite poem. "All round the coast the languid air did swoon, breathing as one who hath a weary dream," and the inhabitants, without the excuse of "that enchanted stem," have come to the conclusion that "we have had enough of motion and of action we," and wish it apparently to be distinctly understood that under no circumstances will the colony of Hongkong as a colony receive the slightest consideration or benefit at their hands, that for its future they have no concern or interest whatever, and that the whole place, as soon as they have individually done with it, may go to ruin and destruction for aught they care. There is nothing like one's own interest after all, is there? What does it matter who goes hungry so long as our own table is well supplied? As for those who come after us, what has posterity done for us, that we should do anything for posterity? It is a fine religion this worship of oneself. It only needs to be formalised a little for convenience. "I am myself, and I will have no other God but me. I will do nothing for anybody else, nor for anything in heaven above, or in the earth beneath, or in the waters under the earth, except my own immediate interests. I will love myself and my ease with all my heart, and with all my strength, and my neighbour may go to the deuce." With practice it is an easy religion to carry out. The great guiding principle on which it is based, is that of never taking trouble that is not paid for in hard cash. Laugh down every proposal to do anything for any body else, and especially as supremely ridiculous, anything for the community at large, and the unknown people to be here in future years. If the colony is diseased and you might cure it, do not try,—what does it matter to you? Do not take a cigar from your lips, or cross the street, or give up five minutes' pleasure or rest for the sake of any benefits which might accrue thereby to the public. The public is in the same boat with posterity. It has never done anything for you, why should you do anything for it? We have heard of an intelligent dog trained to comprehend the value of half-pence, and the indefinite resources of dogs'-meat which lay enfolded therein. He kept a hoard of his own, and, as his owner proudly said, "If you try to touch his money, he'll fly at you like a Christian!" That trait must not be omitted, of course, even from the character of a Hongkong lotus eater, but under no other circumstances is it advisable to take the least trouble of any kind, and especially when there arises a question of preventing sixpenny worth of injustice by a shilling's worth of trouble, it is clearly sixpence into pocket if you submit quietly.

Some people—people of restless uncomfortable disposition, entirely unacquainted with the *dolce far niente* religion,—think it is a duty to resist wrong when offered to themselves, even when the resistance is perhaps more annoying and gives more trouble than the wrong if let alone, and they fancy that if they submit to be treated unjustly when it is avoidable by exertion on their part, that they are encouraging injustice and laying up more trouble for those who come after them, than if they faced the difficulty at once. These people are very imperfectly educated in the Hongkong creed. What does it matter to them how the people who come after them are treated. *Après nous le déluge*, or, if not the deluge, it is equally indifferent to us what. If Hongkong were peopled with such trouble-taking and unquiet spirits at present, what hot water we should all be in just now. They would be perpetually dwelling on the idea that it was their duty to try and reform the Government of the colony. They would be meeting, and writing home to members of Parliament, getting up petitions and organising reform associations. They would be worrying the GOVERNOR and "wanting to know," like Arthur Clennam at the Circumlocution Office. And all for what? That years hence, when most of them would probably be away from here and unaffected by the fate of Hongkong entirely, whether it was blown up by an earthquake or sunk in a typhoon, the colony might be safe and prosperous, and an uninteresting posterity be comfortable and at peace. The notion of incurring an annoyance oneself that others may profit! Entirely absurd, to be sure. It would be reasonable enough to make other people suffer that we might gain; but to reverse the process! How excessively stupid all who have taken trouble in other people's behalf, look to our intelligent eyes, and judged by the light of the modern creed, "I believe in myself, my daily dinner, and the balance at my bankers." COLUMBUS, discovering America to die poor and dishonoured,—the fool! MILTON, writing "Paradise Lost" for a five-pound note! WILBERFORCE, tormenting himself wearing his life out because niggers in the West Indies were enslaved, or, not to search sacred history for a climax, Lord SHAFTESBURY bothering himself and risking his digestion to save factory children whom he had never even seen from oppressive labor! If Hongkong is misunderstood, treated unjustly, and kept back in its career by the obstinacy of the Colonial Office, when it might be rescued from the evils by which it is at present encompassed by a little activity and perseverance on the part of the residents, what does that signify to us, who will only be here for a year or two? *Carpe diem, quam minime credula postero*, and, above all, *quam minime* taking trouble for anybody else.

Broken in at Last.

(From the "Daily Press" of October 2nd.)

A GREAT many people here must have experienced the pleasure of trying to start a jibbing horse or pony. For entirely unexplainable reasons, some animals, without any other vice, will every now and then be seized with an obstinate fit, and refuse to budge under any amount of coaxing or violent usage. An exhibition of this kind is always very amusing to bystanders, and when it takes place in a public road a little knot of passers-by will collect to watch the proceedings, not altogether without admiring and sympathising with the evolutions of the jibber, or without enjoying to some extent the discomfiture of his driver. Great is the power of passive resistance. We heard lately of a horse with a confirmed habit of lying down at inappropriate moments, and remaining placidly recumbent while the work in which he ought to have co-operated was brought to a standstill. His owner on one occasion, exhausted by his efforts to convince the brute that the line of conduct he had adopted was inconsistent with the necessities of the situation, lit a small fire of shavings under him, as a final and desperate measure. He did not foresee the result, however. The horse persevered in his previous policy, accepted the fire of shavings as a smaller evil than the abandonment of his principles, and remained lying down in a graceful attitude of indifference. The defeated owner had to put out his fire precipitately, for fear of doing the animal permanent mischief. But to the most confirmed jibber, or the laziest horse that over went upon four legs, there comes a moment of humiliation. Suddenly, sooner or later, and generally without any visible motive, equine resolution in cases of this kind will always break down. It is not in the intellectual resources of a horse to persevere continuously. He is only capable of developing spasmodic fits of obstinacy; in short, he is a creature of impulse, and not of principle, and it is this fatal characteristic that suggests a comparison between him and the community of Hongkong at the present crisis.

The community jibbed in a terrible manner last year when the great Stamp Act project exploded in the GOVERNOR'S celebrated speech at the Council. There never was such kicking and plunging, such backing and rearing seen in the island before. The community pledged itself to kick the whole coach to pieces rather than proceed. The Government might do what it liked, but the Stamp Act should never be enforced. The Government did not know what it was trying to do. It had gone just one step too far, and the mercantile population, roused at last to vengeance, would teach it a lesson that it had never heard of before, show it how its power was simply based upon the easy tolerance and good nature of the community, and how speedily it would be shattered by a reference home which was really made in earnest. As for the ridiculous project itself, let the authorities just try to put it in force, that was all! The merchants would simply ignore the whole affair. They would agree not to use stamps at all, any of them; and what could the Government do then? It could not imprison the head partners of all the leading firms in the place, and it would see the absolute necessity of giving away. At that time many people would have undertaken to endure the fire of shavings rather than be driven in the direction they were called on to go. And now the moment of reaction has come. The impulse to jib has died away, and for the time being the community once more jogs contentedly along its appointed path, placidly unconscious of any shame in the matter, on the best terms with its unknown driver,—MR. BLAKE, or whoever he may be, with itself and the road along which it is being conducted. It is an edifying and instructive sight.

The Hongkong Climate.

(From the "Daily Press" of October 8th.)

LITTLE as we have had to complain of this summer, it is very delicious to feel the first freshening chills of the approaching winter, which have made themselves manifest for the last two days. People who have never left England, or who have lived all their lives in some similar climate, would not be able to realise, as we do here, the luxury of feeling cold; that, after simmering three or four months in a heavy, close atmosphere, as if one was a potatoe being cooked by steam, the first distinct perception of the fact that one is cold, is very enjoyable. We should be very sorry to be guilty of that curious offence, described sometimes as "tempting Providence," by complaining too much of the weather through which we have just passed. It is very true that it has been so mild and endurable a summer, that it has apparently had no weakening effect at all on the constitutions of Hongkong generally, and, compared with the popular conception of a Hongkong summer at home, the season has been a practical joke from first to last. The 73rd Regiment, by the way, which arrived here under the influence of very dismal accounts it had received of the Hongkong climate, will by this time have learned to take a new view of this dreadful island. During a year like this, indeed, taking a broad view of all the months, it would not be possible to find a pleasanter climate than that of this poor, vilified, and outraged little colony. First come four months of fresh, bracing weather, bright and sunny, but neither too hot nor too cold. Then May, though introducing a temperature which is higher than is strictly needful, brings with it, nevertheless, a power of enjoying punkas and ice, which is well worth having for a time, and for the first month of the summer at all events the system is still so thoroughly braced by the long continuance of cool weather, that the heat brings with it no sensations of weariness or lassitude. For the four months of true summer the weather of course may be very trying, but this year there has been no heat worth speaking of, scarcely enough to justify the tropical situation of the island, merely enough to prepare people for enjoying the winter. The heat indeed would be of very little consequence if it were not for danger to health, involved in going out in the sun, which renders the four summer months, months of imprisonment indoors, with very little exercise. It seems to be an open question whether exercise is necessary to health here in the summer, and different people will attribute the preservation of their health, some to persevering walks every evening all through the hot weather, others to their habit of living very quietly, and not exerting themselves during the summer. The probabilities are that health is the normal state here as elsewhere, and if people do not outrage nature in any extraordinary manner by violent exercise on the one hand, or by dead lethargy on the other, that their systems will become adapted to either of the rival theories just referred to. But whether it be wise or the reverse to take exercise during the summer, there is no doubt about the danger of exposure to the sun, and this makes it impossible to be much in the open air until late in the evening. All water-parties, pic-nics, and excursions over the hills, therefore, have to be given up entirely as soon, under the most favourable estimate, as May day is turned. We are not hibernating animals in Hongkong, but the very reverse. We have to "Æstivate," if the word may be coined to suit the exigencies of a tropical residence. We are torpid in the summer time, more or less, that is according to the severity of the season, and wake up when the cool weather returns. Wake up for the long pleasant season of the year which extends from October to April, taking in the greater part of both those months, six good months at least of a throughly enjoyable climate. To abuse the Hongkong climate in the face of the fact that there is this season of year always in reserve, is a monstrous injustice, made still worse by the reflection that, after all, the inconvenience of the hot season may be reduced under favorable circumstances, as has been the case this year, to the smallest possible proportions.

The *Princess Charlotte* was towed on the 4th inst. to her in-shore berth, where she is usually moored during the N.E. monsoons. The united power of the *Sylvia*, *Bouncer* and *Drake* was called into requisition on the occasion.

The U.S.S. *Hartford* has recovered her anchors, which were slipped during the typhoon of the 8th September, when the *Minerva* drifted across her bows. The *Supply* has also succeeded in picking up her moorings, which carried away near the swivel in the gale of the 1st inst.

Eight men, a diminutive old woman, and a small boy, found on board the junk brought in on the 4th inst. by H.M. g.-boat *Drake*, appeared before Mr. Goodlake at the Police Court the next day, charged with being in unlawful possession of certain property stolen from British cargo-boats lying within three miles of Hongkong harbour. They were required to find security in $25 each, and were remanded to the 10th inst.

The old convict hulk, *Royal Saxon*, was towed out of the harbour on Saturday last, on her way to Canton. It is reported that she has been sold to Chinese for the sum of $4,500 to be broken up. The *Andromeda*, originally an East Indian-built forty-four gun frigate has also been sold for the same purpose and fetched the enormous sum of $17,000. She also left on Saturday for Whampoa.

The native population of Hongkong was thrown into quite an excitement by the arrival of the Canton steamer on the 4th inst., bringing the lists of the successful candidates at the examinations that have been in progress at Canton. Lists of the lucky celestials who had obtained the much prized "button" were distributed, and everywhere consulted by eager friends, desirous of finding the names of some protégé among the number, the poorest coolie seeming to have as much interest as the wealthiest Long merchant.

In spite of the facilities offered to the Chinese for the indulgence in their favorite game of "fan-tan" by the opening of the licensed gambling-houses, many of them still prefer to enjoy themselves in quiet, unobserved by the public eye, and from what transpired on the 30th ultimo at the police court, it would appear that, although street-gambling is now a thing of the past, it having completely succumbed to the pressure of the licensed houses, still, private "hells" are as plentiful in the colony as ever. A regular raid against these establishments was made on Saturday the 28th ultimo, and no less than twenty prisoners arrested in five different houses, viz. Nos. 57 and 120 Queen's-road, and 96, 102, and 35, Jervois-street. The prisoners were brought before the Hon. F. Forth on the 30th ultimo, but remanded until the 2nd inst., when the whole affair will be gone into at length. Messrs. Caldwell and Gaskell are both retained in the matter.

The ship *Eastward Ho*, which arrived here on Monday with her cargo on fire, has been towed over and beached on the western side of the Kowloon peninsular, near the new Union Dock. Two fire-engines with a strong party of water police, were sent to her assistance early in the day, and remained alongside all night pumping water into her, while a gang of coolies were employed pumping her out with the ships pumps at the same time, it not being for some reason deemed advisable to scuttle her. Up to this time the immense body of water poured down the hold appears to have had no marked effect; the smouldering fire still continues, and may at any moment burst into active flame, or the decks may be blown up by the gas generated below. Through the covering boards, some of which have been taken up, it may be seen that many of the timbers are burnt, and no doubt in some places the inner part of the vessel's planking is not much better than a cinder, being merely prevented from burning through altogether below the water line, by the copper and water itself. Altogether, as far as appearances go, there is not much probability of the *Eastward Ho* ever leaving Hongkong harbour again.

An inquiry was held on the 5th inst., before E. W. Goodlake, Esq., magistrate, G. V. Creigh Esq., Deputy-Superintendent of Police, and F. Douglas, Esq., Superintendent of Victoria Gaol, into the conduct of Thomas Lloyd, turnkey, in charge of the establishment on Stonecutters' Island, and five European prisoners under his charge, with reference to a robbery alleged to have been committed on one of Messrs. Morgan, Lambert and Co.'s cargo-boats, which was stranded on the island near the gaol during the gale of the 1st instant. It appears that the boat was loaded with a general cargo, consisting of wines, spirits, tin-plates, &c., &c., and that six cases of the former and one of the latter are missing. The boatmen state that the prisoners came down to the boat and helped themselves to some of the liquor, until they were all drunk together; and, furthermore, two bottles of liquor identified as having formed part of the boat's cargo, were found concealed in one of their beds. It was proved undeniably that this had been the case, and that during the time the prisoners were pilfering the boat, Lloyd was busied in looking out for the welfare of a large quantity of powder stowed there, as the building in which it had been placed was leaking. The five men were therefore left to Mr. Douglas, to be dealt with according to the rules of gaol discipline, which they will doubtless find rather hard.

The ship *Asia*, flying the flag of the San Salvadorian Republic, which arrived here on the 9th inst. from Macao, is now lying at the west end of the harbour, past the Sailor's Home, and presents the worst example of wreck and disaster, that has been seen in this harbour for some time past. The *Asia* left Macao on the 26th August last, with a cargo of five hundred and twelve coolies, bound for Callao, and on the 6th September, when in lat. 21 N., long. 123 E., she experienced a dreadful typhoon or hurricane, in which she was dismasted. The mizzen-mast snapped off level with the poop deck, the foremast head is gone, main ditto, and all that is left of the jib-boom is a few rough splinters of fire wood; bulwarks are smashed, and gone in all directions and chain plates bent in the direst confusion. Below matters are somewhat worse; sheets and sheets of copper have been ripped off in some places, and here and there patches have been dragged up by the floating wreck of the masts alongside, and in some places the planking is horribly chafed and worn. While the gale continued, the vessel was on her beam ends; the water rushed in at her hatches and side ports, filling the 'tween decks and leaving her with eight feet of water in the hold. The scene may better be imagined than described, as well as the state of the wretched living freight, many of whom were wounded by the falling spars.

FIRE IN PETROLIA.—A fire broke out in Canadian Oildom on the night of the 3rd of August, through the negligent use of a lamp. The fire burnt for 24 hours, and, it is said, consumed about 50,000 barrels of oil and much other property. Attempts were made to draw off oil by means of pipes, but the pipes leaked, the oil on the ground caught fire, and at one time about 15 acres of ground were covered with flame. Eventually the burning area was reduced to a small compass, and the flame extinguished by emptying a couple of waggon loads of stable manure upon it.

The Naval and Military Bands.

The Band of the 73rd will perform the following programme this afternoon in the Public Gardens:—

Overture	*Semiramide*	Rossini.
Quadrille	*Orphee aux Enfers*	Strauss.
Selection	*Euryanthe*	Weber.
Valse	*Frieden Palmen*	K. Beld.
Galop	*Polltechnicker*	Kühner.

The Band of H.M.S. *Rodney* will play on the Cricket Ground on Wednesday afternoon at 4.30.

Piracy and Murder Again.

Another case of piracy and murder, perpetrated almost within gun-shot of Hongkong, has just been reported. It appears that at ten o'clock at night on the 15th inst., the trading junk *Yes-lee*, Ho-atun, master, was anchored outside the Ly-ee-moon pass, when she was attacked by two Hakkow boats, which ran alongside throwing stink-pots in the usual manner, one man being killed, and three wounded. The pirates boarded the junk, and robbed her of $1,400 in silver, seven chests of opium, and a quantity of clothing; they then threw the dead man overboard, drove the rest into the hold and battened them down, and sailed away (so the men say) straight back into Hongkong. The crew of the junk soon broke out of their confinement and made the best of their way into Sowkewan, where they reported the circumstance to Inspector Annison, in charge of that out-station. It seems strange, if true, that the two piratical boats should have run straight back to Hongkong, in spite of the stringent junk ordinances now in force, but perhaps they may have made for Kowloon city, where, with a small squeeze to the mandarins, they would probably be safe enough. Doubtless a strict search for boats of their description will be made by the water police, and with the least possible clue in the world, the present inspector of water police is not likely to let such a case slip through his fingers. Unfortunately, however, the captain of the junk says that he cannot identify any of the pirates.

Dangerous Assault.

On the 6th instant at about half-past seven in the evening there was a kind of free fight going on in Queen's-road Central, between a mob of man-of-war's men, which attracted the notice of the picket which always patrols the town on Sunday, for the preservation of good order, and is composed of six Indians, commanded by one of their own sergeants. On this occasion they interfered, and endeavoured to stop the fighting and row, when one of the combatants, named Joseph McKenna, belonging to H.M.S. *Rodney*, drew his clasp-knife, and commenced to stab the Indians indiscriminately, and before he could be overpowered had succeeded in wounding three Sikhs, two in the hand and one dangerously in the shoulder and other parts, he having received six or seven distinct stabs altogether. This savage was brought the next day before Mr. Forth, but remanded for a week, as his victims are still all in hospital. Captain Wilson, of Mosque-terrace, who was an eye-witness to part of the horrible scene, described it as one of the most savage and brutal attacks he had ever witnessed. It is fortunate that such revolting scenes are not now of such frequent occurrence in this town as they have been in former times. In this instance, the unfortunate man is supposed to have been under the maddening influence of some vile liquor, which he had imbibed in one of those abominable dens, in the shape of grog-shops, which are far too numerous to the westward of the cross roads.

Local Bank Returns for September.

Notes in Circulation.

Oriental	$[illegible]
Mercantile	377,[illegible]
Chartered	[illegible]
Hongkong and Shanghai	774,500
	$2,0[illegible]5,835

Return of the Missing Gunboats.

H. M. gunboats *Grasshopper* and *Janus* returned yesterday in perfect safety, the cause of their detention being that the *Grasshopper* had been aground on various banks in Bias Bay since the 28th ult.

On the 28th September these two gunboats proceeded as far as Bias Bay for the purpose of demanding the restitution of some cargo which had been stolen from a trading junk, and in going up the bay went off the line laid down in the Admiralty chart when the *Grasshopper*, drawing the most water, took the ground. On the 29th a party of seamen and marines were landed for the purpose of trying to come to terms for the recovery of the stolen property, but were unsuccessful. The natives made some hostile demonstrations on the hills above on the landing of the party, but confined themselves to waving banners, and a shot sent among them soon scattered the crowd. Three prisoners were taken, one of whom was shot in trying to escape from the sentry who had him in charge. It appears that his hands were tied behind him, and he ran headlong at the sentry like a bull, knocking him down, and then made off, but was soon brought to by a bullet. On the 30th the two boats experienced the typhoon, and on the 1st instant a heavy easterly gale, which drove the *Grasshopper* upon a mud bank. On the 4th, finding that the natives refused to come to any terms as to the stolen property, the village Shek-low-lin, where it was concealed, was bombarded with shot, shell, and rockets at a distance of about 1,400 yards. This appeared to open the eyes of the inhabitants and bring them to reason, for next day the mandarins sent off part of the stolen property, promising to forward compensation for the remainder. Strange to say, on the following day they kept their word, and both gunboats being now afloat, started for Hongkong, and met the *Perseus* just outside the bay searching for them. A curious incident occurred during the bombardment. The *Grasshopper* was firing percussion shell, which do not explode until they strike, and to outward appearance it very much resembles solid shot. It appears that some of the villagers picked up one of these shells still unexploded, and were hammering away at the percussion spot for the purpose of opening it to see what it was made of, when, to their consternation, it suddenly exploded, killing eight men who were round it. The villagers were so horrified at this that, after the firing was over, happening to find a solid shot, they mistook it for another explosive devil, and took it on board the *Grasshopper* carefully wrapped up in cloth and matting, and begged the commander to take it away, for fear it should go off as the other had done.

Union Dock Company.

The adjourned meeting of this Company was held on the 10th instant, at noon, pursuant to notice, at the office of the Company, Mr Woldemar Nissen occupying the chair.

The CHAIRMAN stated that in accordance with a resolution adopted at the last meeting, the Directors had had the Dock at Kowloon surveyed, the result of which survey would now be read to the meeting by Dr. Murray, in the form of a report from the gentleman who had made the survey.

Dr. MURRAY said that before reading the report, he thought it as well to state that the directors had, in accordance with the feeling expressed at the last meeting, endeavoured to obtain the consent of H.E. the Governor to allow Mr. Wilson, the Surveyor-General, to inspect the dock, but H.E. had determined that the Surveyor-General should do no outside work whatever; but he had recommended to them Mr. Clark, the assistant in the Surveyor-General's office, a thorough engineer, and one who perhaps was better acquainted with the construction of docks than Mr. Wilson. He then proceeded to read the report of Mr. Clark, which, after entering at some length into the details of the work, recommended as follows:—

1st. The continuation of the puddled wall round the two sides and end of the dock, the materials of construction being Whampoa clay instead of decomposed granite and lime.

2ndly. An increase in the present thickness of the puddled clay under the floor and at the sides of the Dock.

3rdly. The removal of the existing concrete bed, and the formation of a new one, of properly constituted Hydraulic concrete.

4thly. An increase in the thickness of the concrete under the drain in the Dock.

5thly. Some alteration in the arrangements for the removal of the Coffer-dam on completion of the work, and

6thly. The strengthening of the Dock heads.

"If these recommendations be adopted, I see no reason why—either from the general design of the work, its situation, or other cause—the success of the Dock from an Engineering point of view should be a matter of doubt."

This report had been submitted to Mr. Studd, the Company's engineer, who replied to it in a document of considerable length. In regard to the first recommendation of Mr. Clark, the puddled wall, Mr. Studd goes on to say:—Since I have had the works under my care, finding that the further in depth the excavation was made the more water we had to contend with (although comparatively insignificant for so large a work), I concluded that a coffer-dam of the depth intended would not prevent the water from going under it, and rising up on the Dock on the other side,—the fact of a very large proportion of the water coming up direct from the bottom further convinced me of the inutility of this provision of the contract. But when I come to consider the time that must be expended on this work, and the difficulty of execution, the ground on both sides being filled with granite and other boulder rocks, even if I had considered it of importance, I should have hesitated much to have carried it out. The excavation necessary for this Dam would be equal to nearly one-third of that required for the whole Dock, which latter has taken nearly two years in execution; moreover, the amount of timber shoring required (for the Chinese would not work without it), especially in parts where the soil is somewhat soft and filled with water, or where loose granite boulders occur, would be considerable. I am aware that the piles might be driven and the ground excavated afterwards, or at the same time, but this would involve an additional outlay for labour, which would scarcely compensate for the amount saved by the ordinary method of shoring.

In regard to Mr Clark's second recommendation, he says:—From my experience in the use of Whampoa mud, or clay, as it is often termed, I notice that there is always to be found in it a certain portion of earthy matter, which readily mixes with water, and forms a muddy compound, rendering it in my opinion an unsafe material to place under foundations having to bear any heavy weight. It moreover shrinks considerably on becoming partially dry.

Referring to the composition of the concrete, he says—I am convinced this concrete will in time bear the ordinary weight that will ever have to be put upon it. I have seen the ordinary shell-lime concrete put into foundations on the Praya, *in* water which rises and falls with the tide, and this concrete, so put, long before it had time to become properly set or hardened, covered with masonry, and had to bear within two months at least twice the weight that the flooring of the Kowloong Dock will *ever* have to bear. With reference to the concrete beneath the longitudinal drain, carrying the keel blocks, not being of the same depth as that shown for the general flooring, Mr. Clark has evidently been misinformed on this head, as there is fully two feet of concrete under these stones, the excavation of the flooring being made deeper in the centre to admit of it. It would average 2.6, as in several places it is from 4 to 5 feet thick.

With regard to Mr. Clark's fifth recommendation, Mr. Studd entirely agreed, and stated that it was his intention to have carried it out when the proper time arrived. The strengthening of the dock-heads he considered an unnecessary expense, since they are all that can be required as they at present are specified.

The CHAIRMAN said that it was evident from this report, and the reply of Mr. Studd, that the question was narrowed down to the puddle-wall around the dock, and the mixture of the concrete. To settle these, and to get at the truth of the matter, he thought it would be a good plan to get one or more practical men to inspect the dock, with regard only to these two questions.

A good deal of discussion here arose in regard to the right of the contractor to suppress a part of the specification without the consent of the directors. Mr. Kresser contended that the completion of this puddled-wall was worth $20,000 to the Company, and he did not see why they should lose it, especially since it was the opinion of several engineers that it was necessary for the stability of the work. After the expression of various opinions, Dr. Murray said that he thought the plan now to adopt, would be to get a man who had built a dock, have him go over and look at the work, and then answer these two questions: is it necessary, for the security of the dock, to have the puddled-wall all around? and is the concrete used sufficient? Mr. Duncan, of the Aberdeen Docks, was such a practical man, and no services could be better than his. He therefore proposed they take the opinion of Mr. Duncan on these two points. Is it necessary for the security of the dock that the puddle-wall should be completed according to the specifications, and, secondly, is the concrete at present in use sufficient? In the event of an affirmative answer being given to these two questions, that the architect and contractor be instructed to push the work forward with all possible speed.

As an amendment to this, Mr. KRESSER proposed that three engineers or practical men should be requested to make a survey of the dock. This amendment was, however, lost, and the original motion carried by a large majority.

The CHAIRMAN then submitted the following estimates of the sum necessary to complete the dock. Original contract $108,000, cost of site $20,000, making a total of $137,000, of which $61,000 had been paid, leaving a balance due of $76,000 on the contract and site. The estimates for the remaining works would then be—caisson $10,000, steam pumps $12,000, workshops $35,000, shears and jetty $4,300, coal-sheds $2,500, manager's bungalow $5,000, cottages $9,000, making a total of $55,500, to which ten per cent. added for contingent expenses made $61,050; $25,000 for machinery made a grand total of $162,000. Of the contract one-third was not due until after the dock had been in thorough working order for twelve months, so that the total amount needed for this year might be put down in round figures at $150,000.

The question of auditors was next mentioned, and Messrs. Rennie and Sands, who were proposed at the last meeting, were appointed.

Some conversation then followed on the subject of calls, after which, there being no other business before the meeting, it was accordingly adjourned to take a trip over to the docks at Kowloon in the *Little Orphan*, which was ready waiting at Pedder's Wharf.

Union Insurance Society.

A meeting of the shareholders in the present Union Insurance Society of Canton, and others interested in the formation of the new society determined upon at the meeting held on the 20th of June last, was held on September 30th, at the office of the Society, Mr. Keswick, chairman of the provisional committee, occupying the chair.

The CHAIRMAN said that, agreeable to the spirit of the meeting at which they were appointed, the committee had prepared a deed of settlement for the proposed new society, copies of which had been supplied to all present, in time for them to have made themselves familiar with its terms and provisions, and he should be happy to hear from any gentleman any suggestion, alteration, or amendment in regard to it.

The meeting then proceeded to the consideration of the deed, clause by clause, and the following are among the most important amendments and alterations proposed and carried:—No block risk to be taken without the sanction of at least three directors. An extraordinary general meeting may be called on the requisition of ten shareholders. The Board of Directors shall consist of seven shareholders, to be chosen by ballot, the one receiving the highest vote to be chairman. The present provincial committee were empowered to receive applications for shares, and when one hundred shall have been taken to call a meeting for the purpose of electing directors. After considerable discussion as to the mode of investing the Company's funds, the meeting adjourned to the 2nd inst., when a further consideration of this subject resulted in the adoption of the amendment offered by Mr. Margesson," that the Company's funds should be invested in English, Indian, or Hongkong Government stocks, funds, or loans, at the discretion of the Board of Directors." The ordinary meetings were appointed to be held the last week in March and September of each year, and the accounts were to be rendered half yearly instead of quarterly. Some discussion took place regarding the limit of risks, which were considered too high, but no alteration was made in the figures, which are the same as in the old society.

Some further unimportant alterations were made in the wording of the remaining clauses of the deed, which having been completed, the meeting separated, with a vote of thanks to the Chairman and provisional committee.

Col. Harry St. George Ord, C.B., Governor of the Straits Settlements, has, we read in the papers just to hand, been gazetted a knight.

A Second Typhoon at Hongkong.

A violent typhoon which blew on the 1st inst. been almost as disastrous in its effects as that of September. Both on shore and in the harbour, there has been great destruction of property.

The American ship *Rattler* went ashore on the rocks off Stone-cutter's Island. She had two anchors down, but the cables parted early in the afternoon, and she drifted onto the rocks, getting foul of several ships on her way, and doing more or less mischief to spars and rigging. Far away at the head of Kowloon Bay a barque, which we believe to be the *Lancaster*, also went ashore. A large junk drifted foul of the Dutch ship *Tonie*, and did a good deal of damage to the stern and head gear. The *Far East*, though steaming up to her anchors the whole day, drifted down to the *Achilles*, and came into collision with that vessel, doing some damage to her own stern. A great many junks went down or lost masts and gear, and the cargo-boats have of course suffered as usual. Messrs. Morgan Lambert have lost two. The masts of a large junk are sticking up out of the water off Yow-ma-tee. There was a great quantity of wreck, apparently of native vessels, drifting about Kowloon Bay.

Property on shore suffered as seriously as in the first the typhoon. The scaffoldings of new buildings all over the town were reduced to a mass of confused wreck, great branches of trees have been torn off, and in one place on the Queen's-road, near the Hongkong and Shanghai Bank, a large tree with a trunk about eighteen inches in diameter was broken short off at the root. The Praya wall from Messrs. Lapraik's wharf to the new part where the steamboat pier is situated was almost entirely thrown down, the roadway is undermined, large holes have made their appearance, and the tiles from the neighbouring house roofs cover the whole surface. To crown all, the whole front verandah of Messrs. Cama and Co.'s new house was blown down, and reduced to a heap of bricks and ruins.

The flagstaff has disappeared from the Peak, having been carried away just below the cross-trees. The clock tower suffered severely, the north and east faces of the clock being blown in. In Tai-ping-shan a number of native houses were actually blown in, and the roofs destroyed by scores.

What loss of life there may have been cannot be estimated, but many junks were seen to drift away from their anchorage near the Harbor Master's office during the height of the gale and disappear in the mist.

The typhoon first gave warning of its approach on Monday the 30th of September. About 5 o'clock, the barometer began falling, and the wind that during the day had been North and N. by E. suddenly hauled to almost due East, and from a gentle breeze began gradually increasing in force and violence until midnight, at which time it was blowing a violent gale from the East and E. by N., accompanied with heavy rain squalls. At daylight on Tuesday morning the storm had so increased in violence as to force the large craft in the harbor to take extra measures for their safety, the Canton steamer being obliged to leave the wharf and find a more secure anchorage over in Kowloon Bay. At 9 A.M. the barometer marked 29.40 and was still falling, and the weather began to assume a more typhoony appearance than it had done at any time previous. The wind came in puffs with great violence, accompanied by heavy showers of rain that deluged the town and rendered it difficult to see a ship's length in the harbor. From this time on, it increased in violence, and the climax may be said to have been reached between half-past four and half-past six. At half-past five the barometer had reached its lowest level, 29.25, on the Queen's-road, and 29.17 on Caine-road level, and from then on began its upward progress. The fury of the typhoon, however, continued until past eight o'clock, after which time it gradually abated here, but only by reason of the wind having hauled more Southerly, and thus brought Hongkong in its lee. The typhoon, when first felt here, was evidently, from the direction of the wind, E. by N. and E.N.E.; bearing about N.N.E. of Hongkong, and travelling in a north-westerly direction. During some of the heaviest gusts it was quite impossible to stand with the body erect, and without the assistance of leaning to windward, and a good deal of physical exertion it was difficult to keep one's feet. After experiencing one of these blasts broadside to, as a man of war's man would put it, it is not difficult to comprehend how such destruction to property could be brought about. The destruction to property alone has been enormous; it is impossible even now to give anything more than a rough and hasty sketch of the loss that has ensued, to mention nothing of the loss of life, which must have been considerable, and which can only be approximately estimated after the lapse of several days. Beginning at the extreme Eastward, we learn that at the village of Sowkewan great destruction has ensued. There is scarcely a roof left on any building in the place, and a number of houses have been completely blown down, and carried death with destruction. The body of a Chinaman is now at the Civil Hospital awaiting an inquest, which is to be held to-day, who was taken from the ruins of one of these. From Jardine's, coming west the damage along the water-front and praya, has been comparatively trifling, the hills forming almost a complete shelter from an easterly wind, and the point making out beyond Causway Bay effectually breaking the sea. Until opposite the Parade Ground there is little damage visible, but beyond this the full force and violence of the storm seems to have been precipitated. The large matsheds and scaffolding over the new City Hall, Hongkong, and Shanghai Bank have been completely demolished, and the bamboo scaffolding over Messrs. Augustine Heard's has also been blown down, in some places injuring and carrying away the wall, and completely destroying the sheds occupied by the workmen. From the City Hall, westward, the Praya begins to show evidences of hard usage and its own weakness. A coping is here and there out of place, and the street has in places given way, but not until after you pass Pedder's Wharf do any marked evidences of a typhoon seem to have made an impression on this vulnerable sea wall. From Pedder's Wharf, however, to the Steamboat Wharf, the Praya may be described as little else than a complete ruin—for hundreds of feet at a time the coping only has been washed away, then the wall and everything is gone, and a large gully cut into the street, and in some places for a long distance there is nothing left to remind one that a sea wall has ever existed, the climax being reached perhaps just beyond the P. & O. Wharf. From the Steamboat Wharf to the Harbor Master's, and beyond, the damage has been comparatively slight again, and further on the direction of the wall has brought it more in the lee of the wind, as it were, consequently giving it leeshold. To attempt to give a complete discription of all the injuries sustained by buildings would be quite impossible, as there is hardly a building in the colony with a Northeasterly side that has not suffered more or less. Tiles have everywhere been hurled about in the most promiscuous manner, and some streets are literally strewn with broken pottery. In places the whole side of a roof has been torn away, and in others only a few tiles have been removed, but just enough to admit plenty of air and rain. More serious accidents have happened to chimneys, venetian shutters, and signs of all sizes and descriptions, and in some cases whole verandahs and the fronts of buildings have been thrown down, simply by the force of the wind. The verandah in front of Messrs. Cama & Co., on the Praya, has been torn from the main building, and is a complete ruin. The cook house connected with Capt. Thomsett's residence was unroofed, and part of the wall blown down, killing two coolies, one a chair coolie, and the other a cook in his employ. Several houses in Seymour Terrace were rather seriously damaged in roof and verandah, as also the row above the Public Gardens, known as the Albany, especially the house of Mr. Masson. Another serious and lamentable damage has been done to the large shade trees, which in places add so much to beauty and comfort of various parts of the town. Some has been torn up by the roots, while others of great size have either been dismembered of their large branches, or broken short off at the trunk. One very large tree measuring twelve or eighteen inches in diameter, and opposite Messrs. Siemssen & Co. on the Queen's-road, was broken short off at the base, and a number of others opposite the *Daily Press* office have in a like manner been disfigured, while one large cotton nut tree, perhaps the largest in the colony, has been broken clean off some ten or twelve feet above the roots.

A great deal of damage has been done to the new Sanitarium on the Peak. The Governor spent Monday night there, but came down on Tuesday afternoon, to avoid a second night of the storm, during what turned out to be the height of the Typhoon. All the outhouses and stables of the Sanitarium, or, as it has lately been called, Mountain Lodge, were carried away, and

two or three chairs returned down the strong side of the hill, and have not been heard of since. The roof and chimneys have also been a good deal injured. The flagstaff on the Peak, which has been broken off at the lower mast, is not so great a loss as might have been supposed, as it had already been condemned, and a new staff purchased, so that it will soon be replaced.

The Racquet Court has been almost destroyed, half the walls themselves having fallen, and the scaffolding which was outside and supporting a mat-shed roof removed since the last typhoon is now inside the court, how it contrived to get over the part of the wall still standing, being a mystery. The roof of the building, which includes the gallery and the staircase, is still standing. The mat-shed roof over the gymnasium which had been considerably damaged in the last typhoon is now clean gone.

At Pokfulum we understand that all the mat-sheds but one, Mr. Cox's, have been blown down. The stables of the bungalow know as "Dennis's Bungalow" have been carried out to sea.

It appears to be uncertain on whom the responsibility of repairing the Praya wall rests, whether on the Government or on the marine-lot holders, by whom under their contracts with the Government, the first cost of its erection had to be defrayed. The question will be brought to trial we understand, by a difference which has arisen in respect to some drains between Messrs. Adam Scott and Co. and the Government, and if this had not been vacation time the question would have been settled before now.

None of the military buildings have suffered seriously, though Alexander House has been more damaged than any others. The new native barracks, east of Scandal Point, have escaped injury.

The house occupied by Dr. Hefferman, in Lower Bonham Terrace, has been roughly dealt with. The upper verandah at one corner was blown down during the height of the storm, and the debris fell into the kitchen below, making a passage right through the roof. The servants escaped, however, and made their exit through the windows.

IN THE HARBOR.

In the harbour, the damage to shipping has not been very extensive, although some few casualties are reported. The U.S. store-ship *Supply* lost all her anchors with the exception of one, and drifted from her moorings to the eastern station to the centre of the harbour, where she was brought up by six guns, which were hailed together and let go instead of an anchor. She was supplied with fresh ground tackle yesterday, and bowed back to her old berth. The steamer, *Bel King*, slipped fifteen fathom of cable to the buoy to which she was lying, and steamed out to the eastward where she rode out the rest of the gale in safety. A cable parted on board the ship *William Chandler*, and an anchor and sixty fathoms of chain were lost. The ship, *Gertie*, being very light, was thrown on her beam ends by the force of the wind, so much so, that the water was over the hatches, and the fore and main-masts had to be cut away to save the ship; she also drove considerably, and almost on to the wreck of the *Ariadne*. The *Sir Lind*, in addition to the damage she sustained in her after part from the stern of the *Achilles*, is reported to have lost her broken one of her mooselines, by getting foul of Messrs. Russell & Co.'s buoy. One of Messrs. Jardine, Matheson & Co.'s fine cargo boats was discovered high and dry somewhere in the Cumming-moon passage, with one of Messrs. Bowra & Co.'s out for off. Messrs. Morgan, Lambert & Co. have been singularly unfortunate with respect to their cargo-boats, in addition to the two lost, as reported yesterday, one is landed high and dry close to the S. W. turret of Stone Cutter's Island Gaol, one fine large boat is totally dismasted, another partially so, while a third has totally disappeared, and as to where to be seen or heard of. There has not been much harm done to the Kaitand, that portion of the harbour being partially sheltered from the force of the gale. The native craft in Causeway Bay appear to have weathered it out all right, but the police shop at the head of the bay was partially wrecked. The Bay was also said to be strewn with spars and wrecks of dessolation, chiefly cutters, however, by the typhoon of September 8th, so that it is hard to say where the old damage left off and the new commenced, but it is reported that a great number of native craft were lost in the bay on Tuesday, and a large quantity of wreck drifted past the *Kin Keang* while she lay on that side. Several vessels have put back, as will be seen from the shipping columns, but the *N. B. Fulmar* was one of these, she not having yet left the harbor, but has been lying snugly near the middle of the harbour to the westward since leaving her old berth.

MACAO.

At Macao, the sea has done considerable damage to the Praya, and almost completely washed away the wall. There was a general average among the verandahs and shutters, and tiles were flyin' about promiscuously.

The *Wade Quad* made no attempt to make her trip as usual. First she stayed under the lee of Barra Fort for a time, and then, while as the barometer showed signs of riding, she steamed as far as the outer anchorage, where however she found the weather too much for her, and was reluctantly compelled to run back.

THE "CADIZ."

The *Cadiz* met the typhoon off Single Island, and endeavoured to make all haste to Hong-kong in the hope of escaping from it. By doing this, however, she run into the full force of the storm, and was nearly lost. Her captain, Captain Edminda, was disabled, his leg being broken, and we understand that the salvation of the ship is attributable to Captain Wilkinson, who gave him assistance, and succeeded in eluding her, when probably no other person else could have proved successful. The particulars of this exciting affair have not proved readily obtainable on board.

Another Great Landslip.

About half-past nine in the morning of the 2nd inst. the largest landslip that has occurred in Hongkong as well perhaps as the most melancholy in its results took place. A huge mass of earth of about a thousand or more tons in weight, without a moment's warning was precipitated upon a number of Chinese houses and shops thickly populated, carrying death and destruction with it. The scene of this catastrophe was at the junction of Queen's-road and Gap-street, just opposite the back of Mr. Risch's ship yard. There was a row of eight buildings cutting into the hill as it were, which had been dug away for the distance of several feet in their rear, but not so far as to make them safe from such an accident as that which effectually destroyed them on the 2nd, especially when the heavy rains render the soil so treacherous. The hill here rises some hundred-and-twenty feet above the level of Queen's Road, and consequently this huge body of earth when detached, either buried or reduced to a heap of ruin anything in the shape of brick or mortar that impeded its progress. The crash at a distance sounded like an explosion, and the large volume of dust that immediately went up into the air gave many the idea that it was an explosion; quite as destructive, however, it proved, as if gun-powder had been the cause. A considerable body of police were soon on the spot, and began in a most energetic manner to clear away the debris to get out the unlucky Chinamen who had been buried in the ruins, forty or fifty of whom were reported to be missing. Three bodies were first found by Inspector Albert and his squad quite near the edge of the ruins, and who had evidently been killed by the falling bricks and stones in attempting to escape from the buildings. The police were soon after re-enforced by a gang of European convicts from the Gaol, in charge of Mr. Hurst, and their services were most valuable in digging out the intombed. While walking over the ruins of *No. 5*, the attention of the police was attracted by a moaning noise which was soon found to come from below, and after an hour and a half steady work four men were relieved from their imprisonment, two of these had to be taken to the hospital and other two with assistance, walked away to the house of some friends. One poor fellow who was calling out "chin chin" "chop chop" was found with a large coping stone resting upon his head and left arm, while his body was buried in a mass of bricks and mortar, and in this position he had to remain over three hours before he was released. At half-past five yesterday evening twelve wounded had been removed to the Civil Hospital, two dead bodies had been taken to the dead-house, and three dead bodies spoken of above were carried off by friends, while the police were looking after the living. Beside these a number of others, at least a dozen, were slightly wounded, and holding the hospital in dread, managed to slip away in the care of friends. It is reported that there are still a number missing, and who in all probability are still buried in the ruins. The peculiar characteristic of a Chinaman was perhaps never better illustrated than on this occasion, and the safety of property was more particularly looked after than the lives of companions. While the police and convicts were making every effort to rescue the unfortunates, the ruins were covered with Chinese busily picking out clothing and furniture, and anything in the shape of an old stick that made its appearance. Every jacket or old pair of pyjamas that came to the surface was eagerly seized, and borne off in triumph by some claimant to ownership, and directly over where one poor fellow was moaning, and crying out for help, two stout able-bodied coolies were busily employed ransacking the contents of an old chest. One large Chinaman said to be a Government contractor, ingeniously managed to bear the moaning of a man in the neighbourhood of where he knew a money safe to be buried. Attention was directed to the spot, but when the safe was produced the morning coolies had cleared, but the contractor got away on the shoulders of two coolies, his treasure in a transport of joy, and had it safely lodged in a neighbouring pawnshop. The Chinese were most anxious to save their friends when recovered, but they gave little if any aid in the work of rescuing. It is to be hoped that there are no more underneath the ruins which had been almost abandoned by the workmen at six o'clock last evening, and the chance of any such coming out alive after night would hardly be possible. The walls of Nos. 6, 7, and 8 that were not entirely thrown down by the slide have since been pulled down by the police, so that now the scene presents the appearance of one levelled mass of ruins. From these three houses the inmates all escaped with only a few slight scratches, the unfortunate victims being the occupiers of Nos. 1, 2, 3, 4, and 5, that were totally demolished at the first crash.

This report would hardly be complete without calling attention to the disorganization of what ought to have been a very systematic and well organized body. The police although rendering most valuable and active assistance, doing all they could under the circumstances, would nevertheless have been much more efficient if some one person had had entire control. There seemed to be no one man in charge and consequently the aid, valuable as it was, for want of system and organization was far short of what it could otherwise have been made. A large number, some hundred or more, Chinese were allowed to collect and perch themselves on the top of the very hill that had just given way and that even then was overhanging in a very unsafe way, and yet there they were allowed to remain without any interference. Chinamen were allowed to climb up and around scattering walls directly over where a working party were excavating. In digging out one man the debris was thrown directly on top of where another was supposed to be buried. We repeat, had one competent person assumed command the work would have gone on better, and more systematically, and there was no such person on the ground at any time when we were present.

Coroner's Inquest.

A coroner's inquest was called to inquire into the circumstances of this accident on the 3rd inst., on which day the jury viewed the bodies and the scene of the disaster. The inquiry was resumed at the Magistracy on the 5th inst.

Mr. Wilson, Surveyor-General, was in attendance, and was the first witness called. He knew the site of the late catastrophe well, and that excavations had been going on there when the accident happened. They were commenced about twelve months ago, immediately to the westward of St. Stephen's Chapel. He could often during that time have attended with danger to the persons working at them. About six months ago he stopped the work, in consequence of the dangerous nature of the excavations. It usually in the habit of visiting the spot about twice a week. The cliff is composed of decomposed granite and sand; this earth is firm during the rainy season, but becomes a great absorbent of water during heavy rains. It rises to the height of about a hundred and ten feet, and the base was about eighty feet from the backs of the houses which fell. He had considered this cliff to be dangerous to the same houses, he could have stated a warrant, and caused them to be pulled down. The cliff which fell did not belong to any lot, but stood upon Government ground. Such a piece of ground could only be sold to the public providing certain stipulated works were carried out. There was no excavation going on directly at the back of these houses, although he and frequently passed there spot, he had never considered the houses to be in danger from the falling of the cliff. Remembered a landslip taking place at the excavations near St. Steven's Church in July last. He at once sent to the owners, and advised them to stop the work. It was stopped accordingly, but the owner of the property afterwards received permission to continue the excavations under certain conditions; which were that the hill should be cut in terraces instead of sloping, and a plan was supplied of the manner in which the work was to be done. These conditions were usually carried out. The only report on the subject received was from the police. The construction of the canal of the former resident, in July, was stated by the tenant of the lot to be by reason of outside coolies, over whom he had no control, continually removing the earth for the purpose of making mortar. Witness recollects telling him, that if this were not put a stop to, some accident would be the result, and some months ago steps were taken to put a stop to this practice, not only in this instance, but in other places.

In answer to questions by the jury, Mr. Wilson answered that he had been Surveyor-General in this colony nearly four years, and during that time thought that at least fifty landslips had taken place in different parts of the colony, and he could remember five instances in which loss of life had been the result, and, with one exception, excavations had been going on at all these places when the accidents happened. Any person is at liberty to excavate on his own property, but not on Government ground without the permission of the Surveyor-General, but even on private ground, excavations endangering life or property would not be permitted. They would come to the knowledge of the Surveyor-general in the ordinary course, through the inspector of nuisances, and the police would be called on to put a stop to the work. Excavations carried on at Government ground might or might not be brought to the notice of the Surveyor-General. Small outlings are continually going on in different parts of the town, by unauthorised persons, for making mortar and other purposes, and sometimes permission is asked and granted. Perhaps if no harm was being done the inspector of nuisances, or police, would make no report. Of course, the Surveyor General is the proper officer to judge whether harm is being done or not, but the inspector is allowed to exercise a certain amount of discretion. If he saw that excavations carried on, either on public or private property, were endangering life, he would certainly take upon himself to order the police to put a stop to the work at once.

The jury particularly wished a straightforward answer on this subject. Whether or not the Surveyor-General had this power?

Mr. Wilson would certainly order the police to stop the works on his own responsibility, but he knew of no ordinance empowering him to take such a course.

The houses which fell on Wednesday last were built about two years ago. He had often thought it advisable that the hill at the back of these houses should be removed, and some three months ago took steps for that purpose. This would have improved the neighbouring property, and given the government a valuable piece of land, besides supplying soil for reclaiming purposes.

Did not Mr. Wilson think, when passing by this spot, that danger might ensue to those houses during the rainy season?

He had occasionally considered that there might be some danger of the hill falling, but did not anticipate any particular danger to the houses.

Inspector Thomas Gray was on duty in the charge room on July 10th last, and received a report of a landslip at the Gap, by which a man was killed. He remembered an inquest being held on the body.

Tung-a-kwong, Government contractor, knows the site of the accident, and the houses which fell. He was in his own house about a hundred yards off at the time, and was an eye-witness to the accident which took place. His attention was first attracted to some boys, who were flying kites on the top of the hill, and he often noticed some small lumps of earth rolling down the side, which he imagined to be thrown by these boys. In a few minutes an immense mass of earth fell, with a great noise like an explosion, knocking down the house, at its base. A landslip, even larger than this, took place on exactly the same spot some four years ago, but there were no houses built near at the time, only a shed, in which were several people, who were all killed. When the houses were first built about two years ago, there was a talk among the Chinese about the hill falling again, and some difficulty was experienced for a considerable time in finding tenants for them. In fact, they stood empty for six or seven months. Witness himself was never on the top of the hill.

Tam-a-sik rented the fallen houses from Quock-a-Cheong since the time they were first built. He was the first man that went to live in one of them. This was in Oct., 1865. He paid Kwok-a-Cheong $100 per month for the eight. The houses did not let easily at first, only one tenant came at the end two of months, and a second in three months. Then the site seemed unlucky; the shopkeepers lost money in them, and kept leaving. He could not imagine why they did not let more easily. Witness himself built the houses. Quock-a-Cheong paid him $2,400, and he himself found about $4,100 more for finishing them, and that is the reason why he had them at so cheap a rent from Quock-a-Cheong. The land on which the houses were built also belonged to Quock-a-Cheong.

The coroner then remarked upon the great difficulty that had been met with in obtaining the attendance of the necessary Chinese witnesses in this case. He impressed upon Kwok-a-cheong's representative that, as the coroner had serious and responsible duties to perform, so he was vested with extensive powers to aid him in carrying them out. In this instance, as Kwok-a-Cheong had not thought proper to attend after having been warned to do so, but had taken himself off to Canton, he would remand the case until Thursday next, and if Kwok-a-Cheong did not come forward on that occasion, he would be committed for contempt, and arrested whenever he put his foot in this colony. Although Kwok-a-Cheong's duties had died some months ago, and his journey to Canton might be connected with some religious ceremony, in this instance neither that nor anything else would be taken as an excuse. If a man in the position of Kwok-a-Cheong, chose to set a bad example to his countrymen in the colony, such an example must be made of him as would prevent others from following in his footsteps.

The inquiry was then adjourned to Tuesday next, the 8th inst., at 4 p.m.

This inquiry was again resumed on the 8th inst.

Inspector Albert testified to having measured the scene of the catastrophe with the following results. Height of hill, 125 feet. From front of houses to base of hill, 105 feet. Back of houses to base of hill, 60 feet. From front to back of house, 45 feet. Distance from east to most being to last place of cutting, 75 feet. A similar landslip had occurred about five years ago, by which a number of persons were killed. Witness was on the spot on that occasion soon after the accident had taken place.

Tam-a-sik recalled.—Been in Hongkong about eight years. Knew the Gap five years ago. Remembers something of a landslip which occurred about that time. This answer was only squeezed out of witness with the greatest difficulty, he took a long time to remember whether he did remember it or not, and, at last, when fairly hedged in, came to the conclusion that he did. Heard something about some one being killed at the time, and saw the spot after the accident had taken place. About the same time that this landslip took place, a cliff nearly perpendicular, composed of disintegrated cyanide, a great absorbent of water, would, in a country visited by occasional heavy rains, be liable to slip.

Mr. Blackhead, foreman juror, was next sworn in as witness. He had lived in the neighbourhood of this place about seven years, when the hill was in its natural state, and overgrown with bushes. There were a few holes here and there made by persons removing sand and earth for mortar, &c., but no slips fell until certain excavations were commenced for the purpose of filling up the Praya. These operations carried on at Government ground might or might not be brought to the notice of the Surveyor-General. Small outlings are continually going on in different parts of the town, by unauthorised persons, for making mortar and other purposes, and sometimes permission is asked and granted. Perhaps if no harm was being done the inspector of nuisances, or police, would make no report. Of course, the Surveyor General is the proper officer to judge whether harm is being done or not, but the inspector is allowed to exercise a certain amount of discretion. If he saw that excavations carried on, either on public or private property, were endangering life, he would certainly take upon himself to order the police to put a stop to the work at once.

The jury particularly wished a straightforward answer on this subject. Whether or not the Surveyor-General had this power?

Mr. Wilson would certainly order the police to stop the works on his own responsibility, but he knew of no ordinance empowering him to take such a course.

The houses which fell on Wednesday last were built about two years ago. He had often thought it advisable that the hill at the back of these houses should be removed, and some three months ago took steps for that purpose. This would have improved the neighbouring property, and given the government a valuable piece of land, besides supplying soil for reclaiming purposes.

Did not Mr. Wilson think, when passing by this spot, that danger might ensue to those houses during the rainy season?

He had occasionally considered that there might be some danger of the hill falling, but did not anticipate any particular danger to the houses.

Inspector Thomas Gray was on duty in the charge room on July 10th last, and received a report of a landslip at the Gap, by which a man was killed. He remembered an inquest being held on the body.

Tung-a-kwong, Government contractor, knows the site of the accident, and the houses which fell. He was in his own house about a hundred yards off at the time, and was an eye-witness to the accident which took place. His attention was first attracted to some boys, who were flying kites on the top of the hill, and he often noticed some small lumps of earth rolling down the side, which he imagined to be thrown by these boys. In a few minutes an immense mass of earth fell, with a great noise like an explosion, knocking down the house, at its base. A landslip, even larger than this, took place on exactly the same spot some four years ago, but there were no houses built near at the time, only a shed, in which were several people, who were all killed. When the houses were first built about two years ago, there was a talk among the Chinese about the hill falling again, and some difficulty was experienced for a considerable time in finding tenants for them. In fact, they stood empty for six or seven months. Witness himself was never on the top of the hill.

Tam-a-sik rented the fallen houses from Quock-a-Cheong since the time they were first built. He was the first man that went to live in one of them. This was in Oct., 1865. He paid Kwok-a-Cheong $100 per month for the eight. The houses did not let easily at first, only one tenant came at the end two of months, and a second in three months. Then the site seemed unlucky; the shopkeepers lost money in them, and kept leaving. He could not imagine why they did not let more easily. Witness himself built the houses. Quock-a-Cheong paid him $2,400, and he himself found about $4,100 more for finishing them, and that is the reason why he had them at so cheap a rent from Quock-a-Cheong. The land on which the houses were built also belonged to Quock-a-Cheong.

The coroner then remarked upon the great difficulty that had been met with in obtaining the attendance of the necessary Chinese witnesses in this case. He impressed upon Kwok-a-cheong's representative that, as the coroner had serious and responsible duties to perform, so he was vested with extensive powers to aid him in carrying them out. In this instance, as Kwok-a-Cheong had not thought proper to attend after having been warned to do so, but had taken himself off to Canton, he would remand the case until Thursday next, and if Kwok-a-Cheong did not come forward on that occasion, he would be committed for contempt, and arrested whenever he put his foot in this colony. Although Kwok-a-Cheong's duties had died some months ago, and his journey to Canton might be connected with some religious ceremony, in this instance neither that nor anything else would be taken as an excuse. If a man in the position of Kwok-a-Cheong, chose to set a bad example to his countrymen in the colony, such an example must be made of him as would prevent others from following in his footsteps.

The inquiry was then adjourned to Tuesday next, the 8th inst., at 4 p.m.

This inquiry was again resumed on the 8th inst.

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verdict they could bring in would be one of accidental death, which he considered would fully meet the circumstances of the case. And, considering the enormous profits which Quock-a-Cheong had it in contemplation to make out of these houses the jury might, if they saw fit, suggest that Quock-a-Cheong should give something as amends to the friends of the deceased and to those who had been wounded.

The jury then retired, and after an absence of twenty minutes returned with the following verdict:—

That the deceased met with their deaths accidentally, by means of a landslip, which fell on the houses in which they resided on the 2nd inst. The jury considered that such houses ought not to have been allowed to be built, and that great blame is attached to the Surveyor-General for allowing that hill after so many warnings to remain in such a dangerous position. They also recommended that this case be laid before His Excellency the Governor in Council, for the purpose of preventing the recurrence of such catastrophies. And further they recommended that Quock-a-Cheong should pay some amends to the friends of those killed and wounded, say at least $1,200, the amount of one year's rent, which he would still continue to receive from Tam-a-sik. Furthermore, they could not separate without expressing their entire satisfaction with the careful, impartial, and painstaking manner in which Mr. Davis, as coroner, had conducted this investigation.

Quock-a-Cheong did not at first seem willing to accede to the suggestion referred to, looking upon it in the light of a fine; but when he was made fully to understand the nature of the proposition and the spirit in which it was made, he expressed his entire willingness to distribute the sum of $1,000 among the friends of the unfortunate victims of this sad accident.

The Foochow Memorial on Treaty Revision.

The Foochow memorial on the revision of the treaties is dated the 14th of September and is as follows:—

SIR,—Having been appointed by the Foochow Community, at a meeting held at the requisition of Her Majesty's Consul at this Port, to consider the alterations desirable to be adopted in the contemplated revision of the Treaty, and the following resolution having been passed at a subsequent meeting of the Community, held on the 9th September—

"That the suggestions of the Committee, as passed at the meeting, be embodied in a memorial to Her Majesty's Minister at Peking and forwarded through the British Consul at this Port"—

We beg respectfully, in the name of the Foochow Community, to lay the following memorial before your Excellency, and trust that it will receive your favourable consideration:—

1st.—For the most important grievance, under the Treaty of Tientsin, has been the systematic breach of the 28th article of the Treaty, regarding the Lokin duties. This evasion we believe to have been practised at all the Treaty ports but in the province of Fukkien the illegal exactions which have been added to the already too oppressive legal impost have far exceeded the demands made in other parts of the Empire. And severely as these exactions have been felt in Amoy, they have been even more oppressive in Foochow.

A short time ago the imports trade came to a complete standstill, on account of the exorbitance of these imposts, and finding that the taxes were in consequence becoming unproductive, the authorities found themselves compelled to reduce them almost twenty per cent.

The trade in manufactures is almost confined to the immediate neighbourhood of the city, the increased taxation, as the goods go inland, rendering it unprofitable to take them further up country. And, indeed, goods from Kiukiang and Ningpo compete favourably in the upper part of this province with those taken up from Foochow.

Opium, not being subject to Treaty regulation after it is once sold by the foreigner, is of course exposed unchecked to the caprices of the local authorities; and as an illustration of the oppressiveness of taxation imposed under such circumstances and its great excess in this province as compared with others we may mention a case that has come to our knowledge, of opium sold at Sam-un-foo, which from Foochow paid 130 taels, while opium brought from Sam-un-foo paid only 30 taels per chest.

The chaos of the Treaty prevailing transit passes on goods to the interior is quite inoperative on all goods (with the exception of teas), the Chinese stating that if provided with a transit pass they are mulcted quite as much as if they were without one.

Teas, however, is always taken up to the place of consumption under a Treaty pass, as it is used for the making of tea chests, and by a class of men who, through their connection with foreigners, are usually able to obtain ready redress for attempted illegalities.

This has also benefitted by the Treaty regulations, although the transit passes are but little used. But when issued to foreigners, if any illegal exactions were attempted, the prompt and energetic interference of the Consul and the Foreign Custom-house authorities invariably obtained redress, although after many evasions and delays. This has imposed a salutary check on any attempt to increase the tax on native-owned produce.

We would suggest the following alterations in the Treaty, and we think that anything short of these suggestions will fail to grapple effectually with the crying evils that are involved in the present system:—

1st.—That the Lokin duty on all goods, whether native or foreign, should be equalized at all the ports at the rate of half the Import or Export Duty on such goods.

2nd.—That, while the local authorities collect these duties themselves, there shall be an appeal to the Consul and the Commissioner of Customs for any irregularity committed in such collection.

In connection with the Lokin, it would be highly important that the limits of the port should be defined. This would appear to be a local question, but as it has, for the last nine years, been a great grievance in this place, we think it assumes an importance requiring the interference of the higher authorities. It is not the limit of the port, as regards shipping, or the importing and exporting of goods, for the settling of which there is provision made through the foreign Custom-house authorities. But what is the limit of the port where the Lokin or Inland Taxation commences?

Surely it seems unreasonable that the inland tax should be levied on goods consumed in Foochow itself, yet such is the case.

We would suggest that no Lokin be levied on goods consumed at the place of import, which in Foochow would be in the two district municipalities between which the city is divided.

The principle upon which the tariff duties were calculated in the Treaty of 1842 was that they should approximate as nearly as possible to an *ad valorem* duty of five per cent., and this principle was confirmed in the Treaty of Tientsin. But the tariff in general was modified accordingly. But in the two principal articles of export the burden weighs most heavily on our staple. While silk now pays a duty of about 2½ per cent., and even when prices were low never paid five per cent., tea is charged with a duty of two taels five mace, being about ten per cent. on the average cost; and now that the trade has so largely increased the Chinese Government can well afford to reduce the Duty.

We trust therefore that, in the revision of the Treaty, the boon of a reduction in the duty, so clearly in keeping with the intention of the Treaty, will be accorded to us."

This article, as regards the port of Foochow has so far proved entirely inoperative. Through the exertions and influence of the enlightened Commissioner of the Foreign Customs, we understand that money has been at last granted, and that a light-house, &c., will be erected as speedily as possible; but as we have been misled in years without anything being done, and as much still remains to be done throughout the length and breadth of the Coast of China, we do not think we are out of place in calling attention to the neglect of this important point, or in urging its stringent enforcement.

There is one point connected with this subject of a purely local character, but which is very suggestive of a means of inducing more activity in such matters by the authorities.

The river Min, at and above the anchorage, is filling up in a manner to form a most serious inconvenience to the navigation, and urgently calls for scientific measures being promptly taken. We would suggest that, if the talent of foreign engineers were available to advise the native authorities, a certain weight and influence would necessarily be accorded to their opinions, and some pressure could be put upon the authorities to carry out their suggestions.

Hitherto the 9th article has been interpreted with great stringency. Indeed, so much so that practically the allowance to travel, for purposes of business, has been a dead letter. At the time of the conclusion of the last treaty, when the empire was so jubilant by intestine disorder, it was doubtless imperative to repress with a firm hand the illicit trading then so prevalent, and for this purpose a very rigid interpretation of these clauses was perhaps necessary; but a very different state of matters now obtains, and we are sure your Excellency will not suppose us desirous of re-introducing anything like the old system. But we think the time has come for a more liberal policy.

We would suggest that foreigners should now be permitted to travel for business purposes, and should have liberty to rent houses and ground in the interior (without which the former right would be useless), and that assistance should be accorded to them, instead of impediments thrown in their way; while the British Consul would always have the power of withholding a passport if he were not satisfied of the propriety of granting it in the particular case.

This article does not affect Foochow, but we may suggest that steamers on the Yangtze might now be permitted to carry passengers and goods, for all places on the river, as far as Hankow.

This is a difficult article to deal with, no doubt; but as we are convinced that it is only by some well-considered plan capable of general application that any great advance can be attained in further opening up this great empire to foreign trade and civilization, we venture to make the following suggestion:—

That vessels should be allowed to trade wherever they please along the coast, under Custom-house permission and regulations, as has been allowed occasionally in Formosa. The vessel declaring her intended voyage at the Treaty port from which she starts and giving a full report of her cargo before starting, and also on her return to the same or the next other Treaty port at which she calls.

We would most strongly deprecate the opening of one or two more Treaty ports, with settlements and concessions, as entailing considerable expense on the Governments of both China and Great Britain without any commensurate advantages; and unless the suggestion above, or some similar plan of opening up the coast generally, without entailing the necessity of expensive establishments, can be adopted, we would much prefer that matters should remain as they are for another period of ten years.

We think, also, that the coast duties, both native and foreign, between two Chinese Ports should be abolished altogether; and as the Chinese Government are now in receipt of a large revenue they may perhaps be induced to give way on this point, which is so clearly for the benefit of their country.

In consideration of the great demand for cash for mercantile purposes, with the prospect of an equal if not a greater number of steamers coming upon the coast and rivers of this country, we are of opinion that every inducement ought to be held out to foreigners to specie for coal or any other mineral under the direct sanction of their nearest consular authorities.

The popular dread of the "Fung-Shui" which has hitherto interfered with such improvements, could we think be overcome if the local authorities, who should most be on confidential terms with foreigners, would exert their great influence in persuading the people of the futility of their objections, and if the Government once perceived the amount of revenue that might be derived from the proposed change, and if the people are convinced of the advantages to be derived by them from the enormous increase in the demand for their labour, we think we should hear no more objections on this score.

The saving between the English and Chinese systems of obtaining coal would, we are convinced, make all the difference to many steam companies of paying a good dividend and sinking money.

The claim of a foreign community upon the Chinese Government to construct roads for its pleasure and healthful recreation may by many persons be looked upon as a secondary consideration, but in the highest state of trade and the prospects of a large number of foreigners spending years in the country, it becomes an important question, whether the local authorities could not, at a trifling expense to themselves (but what would be a ruinous outlay to foreigners, owing to the "squeeze" of landowners), construct good roads for riding and driving across the island.

We think the large income derived through the residence of foreign firms at this port does away with any excuse the Chinese may make as to want of means. If spread over two or three years, the cost would amount to but a small fraction of the Government's receipts.

In mentioning this subject, we are not without precedents for similar liberal policy, as the local authorities under good management on the settlement (partly no doubt to suit their own purposes), and the Governor of Yokohama also made splendid drives, extending for miles, almost expressly for the benefit of foreign residents.

We think that vessels should be allowed to enter and clear if in ballast without paying tonnage dues.—We have the honour to be, Sir, Your Excellency's most obedient humble servants,

A. W. G. REEDER,
O. A. WINN,
THOS. SHIPP,
H. G. PEMBERTON.

Police Intelligence.

TRESPASS.

Mr. Frank Pereira, assistant to Messrs. Dent & Co., charged six men before Mr. Goodhue on the 9th instant, with trespassing on the employers' premises.

It appeared that complainant had frequently been annoyed by a number of the servants' friends making a lodging-house of the establishment, and having given repeated warning without however, producing any effect, he had right made a raid into the servants' quarters, where he found the six prisoners, who had no earthly business there whatever; he therefore gave them in charge. He did not wish to press the matter, but merely to give prisoners and their friends warning that they could not be allowed to take up their abode anywhere they liked in such a promiscuous manner. Moreover, one of the house-servants had been robbed of clothing to the amount of nearly $300 not long ago, and as yet there had been no clue to the thief.

The folly of the practice of allowing servants to bring friends on their master's premises was shown by the defence made by the prisoners. Two of them said they were substitutes for two of the boatmen, who had taken upon themselves to go away for a holiday; one had formerly been an assistant cook in the establishment, and came to visit a friend; another was great uncle to the cookie who acted as door-keeper, and the other two were cargo-boatmen, whose boat had been lost during the late gale, and having a slight acquaintance with some other member of the establishment, had gone there to get a lodging.

His Worship said that, as Mr. Pereira did not wish to press the charge on this occasion, but merely to warn them, he should look upon the matter leniently, and inflict a fine on the prisoners of twenty-five cents only, or in default one day's imprisonment, but they had better inform their friends that any one else brought up upon a similar charge would be dealt with in a far different manner.

OBTAINING GOODS UNDER FALSE PRETENCES.

Lau hog-foong, described as a rattan-chair maker, was charged before Mr. Goodhue on the 8th instant, with obtaining half-a-dozen rattan chairs, value $10, in October, 1866, under the following circumstances:—

Cheung-yuen-lee, rattan-chair maker, Wanchi, stated that twelve months ago prisoner came to his shop, and purchased half-a-dozen chairs, which he said were for a foreign house in the centre of the town, and if complainant would come with him, he should receive payment agreed upon, $10. Complainant had other business to attend to, and sent his son with the prisoner, who, however, instead of taking the goods to a house, took them on board a boat lying at the Praya, and asked the boy to jump in also. The boy nothing the wiser of matters, refused to go in the boat, and told him (complainant) what had happened. He accepted for the prisoner in several places, but was never fortunate enough to come across him until Saturday last, when he met him in the street, and, recognising him, gave him in custody at once. He had never received payment for his six chairs, either from prisoner or any one else.

Chim-a-fye, son to complainant, corroborated the evidence of his father as to being pushed on board the boat by prisoner. He became frightened and ran home.

Inspector Langdon, who appears acquainted with the domestic history of nearly all the inhabitants of Wanchi, did not attach sufficient importance to give the prisoner. He was one of five brothers, who kept two shops, one on the Praya-east, and one in Wanchi. Ostensibly they were chair makers, but carried on this business merely as a blind, although they did sometimes assist and repair any old chairs that they could get or pick up cheapness in the present instance, but in reality they were "smashers" and kidnappers. One brother was now in gaol, waiting to take his trial at the next session for kidnapping, and two others were in the court at the present moment. They did an extensive business in their various branches of trade, and had already offered $800 bail for the men at present in gaol.

His Worship thought it would be as well to arrest the two brothers in court, and charge them as suspicious characters; and this was accordingly attempted, but only one was seized, the other having apparently smelt a rat and made off.

The prisoner in this case admitted purchasing the chairs from complainant, but asserted that he had given him an order for payment, which he had received from the foreigner. He could not, however, name this friendly foreigner or point out his place of residence.

His Worship consequently ordered him to pay complainant $15, or be imprisoned for three weeks with hard labour; $10, the value of the six chairs; and $5, for twelve months' interest, including the small assault on the boy. The brother was remanded.

ILLEGAL PAWNING.

Three men and two women were placed in dock charged with unlawfully receiving goods in pledge, not having a pawnbroker's license to out that capacity.

It appears that yesterday information was received at the Central Station, that illegal pawning was going on in the houses No. 39, Upper Lascar Row, and 2 East Street. Inspector Thomas Gray, armed with a warrant, proceeded to these houses and arrested the prisoners. He also found in each of the houses a quantity of European and Chinese clothing, tied up and labelled, as in a pawn shop, which he took possession of as well.

Two colored men claimed part of the clothing found in the Lascar Row house, which they said they had left in pledge for the third prisoner for money advanced. One had formerly redeemed some articles without, however, paying interest, but he had agreed to do so on this present occasion.

Mr. Brereton, on behalf of Mr. Caldwell, appeared for one of the prisoners, who was proved to be a baker who had formerly occupied a house opposite, which had been bl

Houses, Lands, Tenements, &c.

TO LET.

TO LET.

THE Large and Commodious DWELLING-HOUSE *Harperville*, situated in the rear of the *Albany*. Containing Seven Large Rooms, besides Pantry and Store Room, and also two Servants' Rooms, Cook House and Stables detached. Possession can be had on the 1st February, 1868, for further particulars, apply to

FAWCETT & Co.

tf 2352 Hongkong, 11th October, 1867.

TO LET.

THE HOUSE, No. 4, *Gage Street*. Possession can be taken on the 1st November next.

Also,

A HORSE STABLE, in *Gutzlaff Street*.

For further particulars, apply to

CHONG-CHEW.

Compradore to Messrs. ROZARIO & Co.

tf 2342 Hongkong, 10th October, 1867.

TO LET.

THE FIRST-FLOOR of the House No. 84, *Queen's Road Central*, corner of *Graham Street*, consisting of Three Spacious Rooms, Verandah, and Outhouses. Well adapted for Offices. Apply to

WM. SCHMIDT & Co.

Gunmakers.

tf 2268 Hongkong, 3rd October, 1867.

TO LET.

THE PREMISES situated at *Pedder's Wharf*, now occupied by Messrs. AUGUSTINE HEARD & Co. Possession can be taken on the 1st of October next.

For further particulars, apply to

THOS. HUNT & Co.

tf 2097 Hongkong, 12th September, 1867.

TO BE LET.

Furnished or Unfurnished,

THE DWELLING-HOUSE in the *Albany* at present occupied by Mr. N. R. MASSON. Occupation can be had in a few weeks. Application can be made to Mr. MASSON at the *Albany*.

tf 2227 Hongkong, 28th September, 1867.

TO LET.

TWO ROOMS, suitable for Shops, on the Ground Floor in the New HONGKONG HOTEL, facing *Queen's Road*. If engaged soon, they could be finished as occupants might wish. Apply at the Office of the Company.

E. J. SAGE,

Secretary.

tf 2189 Hongkong, 24th September, 1867.

TO BE LET,

TOGETHER ON A LEASE,

OR TO BE SOLD.

THOSE Three Substantially-built HOUSES, in *Tai-ping-shan Street*, Nos. 16, 18, and 20, at the head of *West Street*.

These HOUSES were entirely re-built in 1866 and are close to the New Gambling House in No. 100 *Holywood Road*. The same command a view over the entire harbor.

The Lot is registered in the Land Office as Inland Lot 241 A, contains 1,540 square feet, and the Annual Crown Ground Rent is £2 2s.

For further particulars, apply to

CARLOWITZ & Co.,

Hongkong,

OR TO

H. D. MARGESSON,

Rua Central, Macao.

tf 2181 Hongkong, 23rd September, 1867.

TO BE LET

ON A LEASE.

ALL that Large Plot of GROUND, at *West Point*, near the SAILOR'S HOME and enclosed by a substantial Brick Wall, known as the French Marine Lot and registered in the Land Office as Marine Lot No. 199.

Measuring on the Praya and the South side, each ....170 feet.

And on the East and West sides, each 250 ,,

Containing 42,500 square feet.

This Plot of Ground facing the Praya is admirably adapted for a Coal or Timber Yard, or for a Ship Building or Manufacturing Establishment.

For further particulars, apply to

CARLOWITZ & Co.,

Hongkong,

OR TO

H. D. MARGESSON.

Rua Central, Macao.

tf 2182 Hongkong, 23rd September, 1867.

TO LET.

THE Extensive and Eligible PREMISES (Corner of *Hollywood Road* and *Shelley Street*), lately in the occupation of H. M.'s Government. Apply to

DAVID SASSOON, SONS & Co.

tf 2057 Hongkong, 5th September, 1867.

TO BE LET OR SOLD.

THE desirable PROPERTY on *Queen's Road*, lately occupied by Messrs. SMITH, KENNEDY & Co.

For particulars, apply to

SMITH, ARCHER & Co.

tf 2032 Hongkong, 3rd September, 1867.

TO LET.

With immediate possession.

THREE Large Fire-proof GODOWNS below *Pedder's Hill*, just behind the AGRA BANK, facing the Sea.

For particulars, apply to

A. PESTONJEE.

No. 18, Peel Street.

tf 2038 Hongkong, 3rd September, 1867.

TO LET.

A LARGE ROOM, facing the *Queen's Road Central*, and fitted for an Office or a Shop. Apply to

P. & A. C. CAMAJEE & Co.

tf 2026 Hongkong, 2nd September, 1867.

TO LET.

FURNISHED or unfurnished OFFICES, in BANK BUILDINGS, immediately opposite the HOTEL COMPANY'S Premises.

Also,

COACH-HOUSE and STABLING for 5 Horses, situated on the *Robinson Road*. Water and Gas laid on, with the use of an enclosed grazing-paddock adjoining.

For further particulars, apply to

EDMUND SHARP.

Solicitor.

tf 1937 Hongkong, 21st August, 1867.

TO LET.

(With possession on the 1st May next.)

THE detached Residence and Grounds at Pok-foo-lum, known as "BELMONT," and now in the occupation of CALEB T. SMITH, Esq. Apply to

GILMAN & Co.

tf 732 Hongkong, 22nd March, 1867.

TO LET, from the 1st November next, the DWELLING HOUSE No. 133, *Queen's Road Central*, at present occupied by Messrs. DREYER & Co., with or without Godowns. Apply to

ADAM SCOTT & Co.

tf 2074 Hongkong, 9th September, 1867.

TO LET.

TWO HOUSES on *Carlton Terrace*, Spring Gardens, with or without Godowns. Rent moderate. Apply to

LAMMERT, ATKINSON & Co.

tf 2061 Hongkong, 6th September, 1867.

TO LET.

THE PREMISES situated in *Queen's Road* and *Stanley Street*, and at present occupied by Messrs. H. MARSH & Co.

For particulars, apply to

LAMMERT, ATKINSON & Co.

tf 2062 Hongkong, 6th September, 1867.

TO LET.

TO BE LET, with early possession, those desirable PREMISES situated in the *Queen's Road*, at the corner of *Wyndham Street* (facing the HONGKONG CLUB), at present in the occupation of the AGRA BANK. Apply to

GILMAN & Co.

tf 1836 Hongkong, 8th August, 1867.

TO LET.

THE BUSINESS PREMISES, consisting of two Offices and spacious Godown, lately occupied by Messrs. REYNOLDS & Co. Possession can be had at once. Apply to

JOHN BURD & Co.

tf 1925 Hongkong, 20th August, 1867.

A FINE GARDEN, in *Happy Valley*, of about 3½ acres, with a new Mat Shed, commanding a splendid view over the whole *Valley* and a part of the Harbour, the ground is prepared with Guano, and a large lot of European Flowers and Vegetable Seeds and Garden Tools will be given by the lease.

Address X.Y., Office of this Paper.

tf 812 Hongkong, 2nd April 1867.

TO BE LET.

THE OFFICE and GODOWN situated at the corner of Wellington and Aberdeen Streets, and at present in the occupation of Messrs. BLUMENHORST and SANDER.

For particulars apply to

GIBB, LIVINGSTON AND Co.

tf 863 Hongkong, 7th March, 1867.

To Let.

LIGHTERAGE AND STORAGE.

THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise in their own Boats, and to receive the same on storage in first class GRANITE GODOWNS on moderate terms.

ROBT. S. WALKER & Co.

tf Hongkong, 4th March, 1867.

TO LET.

THE Extensive PREMISES in *Queen's Road* and corner of *Ice House Street*, formerly in occupation of the CENTRAL BANK OF WESTERN INDIA. Rent moderate. Apply to

DAVID SASSOON, SONS & Co.

tf 2147 Hongkong, 17th September, 6187.

GRANITE GODOWNS at *Wanchai*, having water frontage. Apply to P. & A. C. CAMAJEE & Co.

tf 1723 Hongkong, 11th August, 1867.

TO LET.

A BRICK and STONE BUILT GODOWN, at *Wanchai*, capable of containing about 10,000 Piculs. Apply to

OLYPHANT & Co.

tf 2277 Hongkong, 4th October, 1867.

TO LET.

THE HOUSE No. 12, *Arbuthnot Road*, Bay View. Water and Gas laid on.

Five HOUSES in *Wyndham Street*, opposite the GERMAN CLUB; and

Two HOUSES in *Gage Street*, Nos. 7 and 9. Apply to

J. A. DE CARVALHO.

3w 2233 Hongkong, 30th September, 1867.

TO LET.

A THREE-STORIED HOUSE in *Chancery Lane*. Rent moderate. Apply to

J. J. DOS REMEDIOS & Co.

21d 2201 Hongkong, 26th September, 1867

TO LET.

NO. 1, PECHILI TERRACE, *Elgin Street*. Apply to

LANE, CRAWFORD & Co.

tf 1704 Hongkong, 23rd July, 1867.

With immediate possession.

THE Property known as "ALMACK PLACE," having a frontage of Eighty-three feet on *Wellington* and *Gage Streets*, and of two hundred and twenty-nine feet on *Aberdeen Street*, comprising a superficial area of about 19,000 square feet.

Annual Ground Rent £12. 12s. 6d.

For further particulars apply to

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th February, 1867.

STORAGE for any kind of GOODS, can be had at *Wanchai*, on very moderate terms, either with or without Fire Insurance, in the godowns of the Undersigned, to whom please apply

A. E. VAUCHER.

tf 381 Hongkong, 8th February, 1867.

TO LET.

A COMMODIOUS HOUSE, situated in *Elgin Street*. Apply to

D. NOWROJEE.

tf 1844 Hongkong, 9th August, 1867.

THE HOUSE No. 2, *College Gardens*.

Apply to W. WILSON.

tf 781 Hongkong, 29th March, 1867.

TO LET.

FOR a term of years, with early possession, those desirable premises in Bank Buildings situated between the Agra Bank and Comptoir d'Escompte, at present in the occupation of the Bank of Hindustan, China, and Japan. The principal building is very suitable for division into Offices or Chambers.

For further particulars, apply to

GILMAN & Co.

tf 897 Hongkong, 17th April, 1867.

STORAGE.

IN FIRST-CLASS GRANITE GODOWNS, on the Praya. Apply to

S. B. BURROWS & SON.

tf 2657 Hongkong, 4th December, 1866.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 53, *Wyndham Street*.

THOS. W. BARRINGTON.

tf 642 Hongkong, 11th March, 1867.

TO LET.

TO be Let Furnished, a HOUSE in *West Terrace*. Four Rooms and Out Offices. Rent moderate. Address M., *Daily Press* Office

tf 1745 Hongkong, 29th July, 1867.

TO LET.

THE whole or part of a HOUSE, situated in *Queen's Road Central*. For particulars, Apply to

HOLLIDAY, WISE & Co.

tf 299 Hongkong, 29th January, 1867.

FOUR GRANITE BUILT GODOWNS situated in *Bowrington East*, each containing 5,000 Piculs capacity, having Water frontage. Apply to DORABJEE NOWROJEE,

Opposite the Oriental Bank.

tf 589 Hongkong, 5th March, 1867.

Insurances.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.

Other dwelling Houses, used strictly as such, and their contents. } ¾ per cent.

Godowns, Offices, Shops, &c., and their contents. } 1 per cent.

GIBB, LIVINGSTON & Co.,

Agents Imperial Fire Insurance Company.

tf 861 Hongkong, 7th March, 1865.

AT the request of the Undersigned, Messrs. GIBB, LIVINGSTON & Co. have taken temporary charge of the following INSURANCE COMPANIES:—

PHŒNIX ASSURANCE COMPANY.

LIVERPOOL, LONDON, AND GLOBE INSURANCE COMPANY.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

SMITH, KENNEDY & Co.,

Agents.

tf 1555 Hongkong, 3rd July, 1867.

REDUCTION OF RATES.

SUN FIRE OFFICE.

THE Undersigned are prepared to accept SHORT RISKS at the following Reduced Rates:—

Not exceeding	1 month	¼ per cent.	
Above 1 month but not exceeding	3 ,,	½	do.
Above 3 months but not exceeding	6 ,,	¾	do.
Above 6 months but not exceeding	12		full annual rate.

ADAM SCOTT & Co., *Agents, Sun Fire Office*.

tf 1729 Hongkong, 13th August, 1866.

CHINA FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached and semi-detached Dwelling Houses removed from town, and their contents } ½ per cent.

Other Dwelling Houses used strictly as such, and their contents } ¾ per cent.

Godowns, Offices, Shops, &c., and their contents } 1 per cent.

GIBB, LIVINGSTON & Co.,

Agents, China Fire Insurance Company.

tf 873 Hongkong, 8th March, 1865.

REDUCTION

IN THE RATES OF PREMIUM FOR FIRE INSURANCE.

THE Undersigned have received instructions to REDUCE rates for FIRE INSURANCE for SHORT PERIODS, as follows:—

On Policies not exceeding 1 month } from ¼ to ⅛ per cent.

On Policies not exceeding 3 months } from ½ to ¼ ,,

On Policies not exceeding 6 months } from ¾ to ⅜ ,,

ROBT. S. WALKER & Co.,

Agents, Royal Insurance Company

tf 1809 Hongkong, 22nd August, 1866.

CHINA FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port are prepared to grant Policies against Fire to the extent of $80,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

Insurances.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

A DIVIDEND of (8 per cent.) *Eight* per cent. has been declared on the net Premia contributed to the above ASSOCIATION for the year ending 30th September, 1866.

Policy-holders will please send in particulars of their contribution to that date to the Undersigned.

RUSSELL & Co.,

Secretaries.

tf 2073 Hongkong, 9th September, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochow and Shanghai.

In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year, fifteen (15) per cent. of the profits of the Company for that year, divided pro rata to the amount of premium paid by each policy-holder.

RUSSELL & Co.

Hongkong, November, 1862.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

A DIVIDEND of (8 per cent.) eight per cent. has been declared on the net Premia contributed to the above ASSOCIATION for the year ending 30th September, 1865.

Policy holders will please send in particulars of their contributions to that date to the undersigned.

RUSSELL & Co.

tf 1974 Hongkong, 11th September, 1866.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

PACIFIC INSURANCE COMPANY.

SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks, at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON.

MR. N. J. EDE having resigned the Acting Secretaryship of the UNION INSURANCE SOCIETY OF CANTON, Mr. C. D. WILLIAMS is THIS DAY appointed Secretary, and is authorised to sign Policies of Insurance on behalf of the Society.

The Offices of the Company are now those lately occupied by Messrs. LYALL, STILL & Co.

(Signed) W. KESWICK,

Chairman of the Committee.

tf 1569 Hongkong, 4th July, 1867.

MESSRS. GIBB, LIVINGSTON & Co. of Shanghai, Foochow, and Hankow, have been appointed Agents for the Society at those Ports.

(Signed) W. KESWICK,

Chairman of the Committee.

tf 1570 Hongkong, 4th July, 1867.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that an AGENCY of this Company has been opened in Macao, under the care of Messrs. MARGESSON & Co., and that Captain CARROLL has been appointed Surveyor for the Company at that Port.

By the order of the Court of Directors,

JOHN S. MACKINTOSH,

Secretary.

tf 2279 Hongkong, 4th October, 1867.

REDUCTION OF RATES.

THE Undersigned are prepared to accept short period risks at the following reduced scale, viz:—

Not exceeding	1 month	¼ of the annual rate		
Above 1 month, and not exceeding	3 ,,	½	do.	do.
Above 3 months and not exceeding	6 ,,	¾	do.	do.
Above 6 months and not exceeding	12 ,,	the annual rate.		

GIBB, LIVINGSTON & Co.,

Agents, Imperial Fire Insurance Company

tf 1694 Hongkong, 8th August, 1866.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $80,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

DE OOSTERLING

SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Undersigned having been appointed Agents in Hongkong for the above-named Companies, are prepared to grant Policies against Sea Risks on the usual terms.

SIEMSSEN & Co.

tf 1676 Hongkong, 3rd August, 1866.

SUN FIRE OFFICE.

THE Undersigned having been appointed Agents for the above office are prepared to grant Policies against Fire on the usual Terms and conditions. Risk will also be accepted at the following ports:—

Canton, by Messrs. DEACON & Co.

Macao, by E. L. LANDA, Esq.

Amoy, by Messrs. BOYD & Co.

Foochow, by Messrs. KINNEAR & Co.

Full particulars of Rates, &c., may be obtained on application to

ADAM SCOTT & Co., Agents.

tf 1033 Hongkong, 23rd May, 1866.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER, AND LONDON.

Capital—ONE MILLION STERLING.

THE DIRECTORS have the pleasure to announce the appointment of Messrs. HOLLIDAY, WISE & Co., as Agents for this Insurance at Hongkong, Shanghai, Canton, Hankow, and Foochow, who are prepared to grant Insurances at Current Rates, and of whom all needful information may be obtained.

By Order of the Board

JAMES B. NORTHCOTT,

Secretary.

ALBERT LIFE ASSURANCE COMPANY

ESTABLISHED 1838.

CAPITAL, £500,000.

MANAGING AGENTS IN CHINA,

AUGUSTINE HEARD & Co.,

HONGKONG.

MEDICAL REFEREE,

IVOR MURRAY, Esq., M.D.

THE Undersigned having been appointed Managing Agents for the above Company, are prepared to accept risks and issue Policies on Life Assurances.

For further particulars, forms of proposals, &c., apply to

AUGUSTINE HEARD & Co.,

Managing Agents in China.

tf 1416 Hongkong, 15th June, 1867.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

JAMES HARTLEY & Co.—*Managers*.

ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers.

W. MACAULAY, *Agent*.

tf Hongkong, 1st July, 1867.

Insurances.

NOTICE.

HONGKONG FIRE INSURANCE COMPANY.

REGISTERED UNDER THE COMPANY'S ORDINANCE FOR 1865.

Capital One Million Dollars.

THE above Company is now prepared to grant Policies against Fire, on Buildings and Goods on the usual terms.

JARDINE, MATHESON & Co.,

General Managers.

tf 1202 Hongkong, 9th June, 1866.

HONGKONG FIRE INSURANCE COMPANY.

THE following reduced rates will be charged in future for SHORT PERIOD Insurances, viz:—

One month, ... ¼ per cent.

Three months, ... ½ ,,

Six months, ... ¾ ,,

JARDINE, MATHESON & Co.,

General Managers Hongkong Fire Insurance Company.

tf 1689 Hongkong, 7th August, 1866.

REDUCTION

In the rates of premium for

FIRE INSURANCE.

THE Undersigned have (as already intimated in their Circular dated 14th October last,) received authority from the Secretary of the Royal Insurance Company to reduce the rate of Premium under certain circumstances, on private residences and on Furnitures and effects therein contained.

In cases of Dwelling Houses removed from the town the rate of premium will be three-quarters per cent. in place of one per cent. per annum as hitherto charged, and in cases of Residences so situated, being detached or semi-detached the rate will be further reduced to one-half per cent.

The Royal's annual rates for Fire Insurance on the various classes of Buildings and their contents will therefore remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ½ per cent.

Other Dwelling Houses (similarly situated) and their contents } ¾ per cent.

Offices and Godowns and their contents. } 1 per cent.

First Class China Houses and their contents. } 1½ per cent.

Other Risks by Special arrangement.

ROBT. S. WALKER & Co.,

Agents, Royal Insurance Company.

tf 714 Hongkong, 9th November, 1866.

NORTHERN INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorised to accept the following Rates of Premium for SHORT PERIOD RISKS on First-class Godowns and Goods stored therein.

For 1 month, ¼ of Annual Rate.

For 3 months, ½ do. do.

For 6 do. ¾ do. do.

Above 6 months the full Annual Rates.

TURNER & Co.

tf 1769 Hongkong, 17th August, 1866.

THE QUEEN INSURANCE COMPANY.

Capital Two Millions Sterling.

THE Undersigned having been appointed Agents for the above-named Company, are prepared to grant POLICIES against Fire, either at this Port, or at Macao, Canton, or Whampoa, to the extent of $15,000 in any one Risk, upon Buildings or Merchandize, on the usual terms.

HOLLIDAY, WISE & Co.

tf 1385 Hongkong, 12th June, 1867.

SHORT PERIOD RATES.

Not exceeding	1 month	¼ of the annual rate.		
Above 1 month, and not exceeding	3 ,,	½	do.	do.
Above 3 months and not exceeding	6 ,,	¾	do.	do.
Above 6 months and not exceeding	12 ,,	the annual rate.		

GILMAN & Co.

Agents, North British & Mercantile Insurance Company.

tf 1702 Hongkong, 9th August, 1866.

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY, SAN FRANCISCO.

PAID-UP CAPITAL, $500,000.

THE Undersigned having been appointed Agents in Hongkong and China for the above Company, are prepared to grant POLICIES at current rates.

OLYPHANT & Co.

tf 1852 Hongkong, 10th August, 1867.

HAMBURG, BREMEN, FIRE INSURANCE COMPANY.

THE Undersigned are now authorized to accept assurance against Fire at Hongkong and at any of the open ports in China to the amount of Mexican $30,000 on one Risk.

WM. PUSTAU & Co., *Agents*.

Hongkong, 23rd March, 1864.

THE SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Undersigned having been appointed General Agents for China of the above-named Company, are prepared to grant POLICIES against Sea Risks on the usual terms.

SIEMSSEN & Co.

tf 252 Hongkong, 1st January, 1867. [J2

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

LIFE ASSURANCE

THE Undersigned have received authority, by a recent Mail, to issue LIFE POLICIES for amounts not exceeding £1,000 without reference to the Head Offices, as was previously required by the Board.

ROBT. S. WALKER & Co.,

Agents, Royal Insurance Company.

555 Hongkong, 7th January, 1866.

CHINA FIRE INSURANCE COMPANY

SUBSCRIBED CAPITAL, Tls. 2,000,000, in 400 Shares, of Tls. 5,000 each, Paid-up Capital, Tls. 200,000.

Directors.

GEORGE TYSON, Esq., (Messrs. Russell & Co.)—*Chairman*.

J. H. BELL, Esq., (Messrs. W. R. Adamson & Co.)

F. PORTER, Esq., (Messrs. Gibb, Livingston & Co.)

J. THORNE, Esq., (Messrs. Thorne Bros. & Co.)

R. H. TYEES, Esq., (Messrs. Olyphant & Co.)

A. J. HOW, Esq., (Messrs. Johnson & Co.)

Agencies are established at the several ports of China and Japan.

L. JOSEPHS, *Secretary*.

Shanghai, 22nd August, 1864.

REDUCTION OF RATES.

THE Undersigned are prepared to accept short period risks at the following reduced scale viz:—

Not exceeding	1 month	¼ of the annual rate.		
Above 1 month, and not exceeding	3 ,,	½	do.	do.
Above 3 months and not exceeding	6 ,,	¾	do.	do.
Above 6 months and not exceeding	12 ,,	the annual rate.		

GIBB, LIVINGSTON & Co.,

Agents, China Fire Insurance Company.

tf 1695 Hongkong, 8th August, 1866.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents, } ½ per cent. per annum

Other dwelling Houses used strictly as such, and their contents, } ¾

Godowns, Offices, Shops, &c., and their contents. } 1

GILMAN & Co.,

Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1865.

Insurances.

BOMBAY NATIVE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS in Hongkong and Shanghai for the above INSURANCE COMPANY, are prepared to issue POLICIES covering MARINE RISKS at current Rates of Premium.

M. D. GHANDY & Co.

1m 2173 Hongkong, 21st September, 1867.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above Insurance Office, are prepared to accept MARINE RISKS, and issue Policies on any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China, Singapore, Calcutta, Bombay or London.

ROBT. S. WALKER & Co.

tf Hongkong, 8th October, 1863.

For Sale

MESSRS. MULLER & CLAUSSEN

BEG to announce the arrival of their NEW CLOTHES from England.

In MELTONS there are some excellent specimens of quality and make, mostly thin in substance and adapted for SHOOTING COATS, with some stylish mixtures.

There are several good specimens of GREY in a light shade, blended with one or two other colors, which are very appropriate for OVERCOATS in the Chesterfield form or for Yachting JACKETS.

A large assortment of GOODS in the Elastic make, suitable either for MORNING COATS or LOUNGE COATS, or for Light FROCK-COATS. They vary in the substance and color.

In SILK MIXTURES there is a great assortment; the makes are diagonal, fine hair lines and small mixtures in black and blue with small white silk spots.

A very pretty make in a rich shade of Brown.

Light MELTONS and TWEEDS of various colors and Dark Elastic Mixtures suitable for LADIES' RIDING HABITS.

Being provided with an accomplished CUTTER in every branch of the Trade, in constant communication with some of the most fashionable Houses of London and Paris, they are now well prepared for all orders connected with the Tailoring.

Naval and Military UNIFORMS, LADIES' RIDING HABITS after the newest and most graceful designs.

FOR STYLE, ECONOMY, AND PERFECT FITTING,

MULLER AND CLAUSSEN,

Queen's Road.

EUROPEAN TAILORS AND MACHINE HANDS KEPT ON THE PREMISES.

tf 2260 Hongkong, 2nd October, 1867.

MULLER & CLAUSSEN,

No. 10, *Queen's Road*,

BEG to announce that they will Sell off their whole STOCK of READY-MADE CLOTHING, consisting of:—

Superfine Black DRESS SUITS.

Superfine Black FROCK-COATS.

Superfine Black SAC and SHOOTING COATS.

Complete Light and Heavy BUCKSKIN SUITS.

Complete Light TWEED and FLANNEL SUITS.

COATS, PANTS, and VESTS in great variety.

Fine Summer and Winter OVERCOATS.

WING-CAPES.

And their whole STOCK of remaining Summer CLOTHES, comprising Merino, Dress, Sac and Shooting COATS, Merino PANTS and VESTS.

White and Grey LINEN COATS, PANTS, and VESTS.

White Marseille VESTS.

And other variety of SUMMER CLOTHING, at a discount of 25 per cent. on original selling prices, or equal to cost prices.

tf 2261 Hongkong, 2nd October, 1867.

FOR SALE.

FOUR SLUICE VALVES, of the best English Manufacture, well adapted for Caissons, Reservoirs, or Sluices of any description.

A. MILLAR.

tf 1861 Hongkong, 24th August, 1867.

FOR SALE.

SPARKLING MOSELLE and HOCK.

CHAMPAGNE, in Half Pints.

CHAMPAGNE, Eugene Cliquot, in Quarts

CHAMPAGNE, Ruinart Pere and Fils, in Quarts and Pints.

CHAMPAGNE, Perrier Juet and Co., in Quarts and Pints.

CHAMPAGNE, Louis Roderer, in Quarts and Pints.

HAUTE, SAUTERNE and BARSAC.

CHATEAUX D'YQUEM de Sursaluce.

Finest French COGNAC, Fine CHAMPAGNE.

Hennessy's and Jules Robins' BRANDY.

MARASCHINO, NOYEAU, and other LIQUEURS.

Wynand and Fokink's Dutch CURACOA.

Assorted French SYRUPS.

RASPBERRY VINEGAR.

Also,

At moderate Prices.

Breakfast and After-dinner CLARETS of great variety.

Red Hungarian WINES.

Rhenish WINES, of choice vintages.

Burgundy WINES, of choice vintages.

SELTZER WATER.

At LAMMERT, ATKINSON & Co.

tf 1907 Hongkong, 17th August, 1867.

JUST RECEIVED.

Ex Steamer *Achilles*.

FRENCH BUTTER, in Bottles, of excellent quality.

FRUITS, in Jars, assorted.

FRUITS in Brandy, assorted.

TRUFFLES, CHAMPIGNONS, VEGETABLES of every description, Assorted PATEES, TRUFFEES, LOAF SUGAR, Italian MACARONI, VERMICELLI, and PASTES for Soups, FIGS, MUSCATEL RAISINS, BONBONS, CANDIED FRUITS, &c. At

LAMMERT, ATKINSON & Co.

tf 2100 Hongkong, 12th September, 1867.

FOR SALE.

(Received direct from Portugal.)

VERY Choice unadulterated PORT WINE, chiefly adapted for Invalids.

LAMMERT, ATKINSON & Co.

tf 1904 Hongkong, 17th August, 1867.

FOR SALE.

CARTRIDGES for Enfield RIFLES.

LAMMERT, ATKINSON & Co.

tf 1905 Hongkong, 17th August, 1867.

FOR SALE.

(Ex late arrivals.)

HAMBURG Prime MESS PORK.

Hamburg Prime MESS BEEF.

Irish Prime MESS PORK. At

LAMMERT, ATKINSON & Co.

tf 1906 Hongkong, 17th August, 1867.

AT THE BAZAAR EUROPEAN.

A. ULLMAN begs to invite his Friends and the Public to inspect his new Stock of Drapery, Haberdashery, Hosiery, Jewellery and Fancy Goods, &c., arrived by last mail, which will be disposed of at very moderate prices, viz:—

Cotton, Linen and Woollen Shirts.

Ready-made Clothing.

Felt Hats (assorted Shapes and Colors.)

Table Covers.

Towelling.

Men's Socks.

Rugs.

Umbrellas.

French and English Boots.

Perfumery.

Opera Glasses.

Watches (Gold and Silver.)

Gold Chains.

Meerschaum Pipes and Cigar Holders, and several other Articles too numerous to mention.

TATHAM'S BRANDY in 1 doz. cases.

,, SHERRY ,, 3 ,,

,, PORT ,, 2 ,,

,, CLARET ,, 1 ,,

BIRLEY & Co.

FOR SALE.

A FEW CASES of *Adolphe Collin's* Bouzy Mousseux CHAMPAGNE, also a good selection of *L. Jaunay & Co.'s* Association Vinicale de la CHAMPAGNE.

CLARET, Real Château Margaux,

HAUT BAGES,

L'ESPARRE DUROC.

Also

A quantity of IRON COLUMNS.

For particulars, apply to

DOUGLAS LAPRAIK & Co.

tf 610 Hongkong, 8th March, 1867.

For Sale.

SAYLE & Co.,

VICTORIA EXCHANGE.

LINEN DRAPERS, SILK MERCERS, HATTERS, TAILORS, AND OUTFITTERS.

Beg respectfully to inform the LADIES of Hongkong and their Customers generally that they have now received a newly-assorted STOCK for the Autum Season, including some very fine colours in

SKIRTINGS AND EMBROIDERED SKIRTS.

Every variety in

FRENCH MERINOS, LLAMAS, POPELINLAINES' AND SILK WARP LINSEYS.

The latest novelties in Silks,

STRIPED GLACES, POULTS, MOIRES, NORWICH AND IRISH POPLINS.

ENGLISH AND FRENCH FOULARDS,

with a large parcel of

BLACK GROSGRAINS, GLACES, AND GROS-DE-LYONS,

bought considerably under Market value.

With their AUTUMN CLOAKINGS, Messrs. SAYLE & Co. are introducing the latest fashions in

JACKETS AND MANTLES,

with

CHENEILLE AND WOOL SHAWLS.

They also take the opportunity of observing that the strictest attention is being paid to the MILLINERY & DRESSMAKING ROOMS, in which every advantage is afforded of combining the NEWEST DESIGNS with EXPERIENCE and TASTE these departments being now under the superintendence of two competent Assistants from the West End.

A fine selection of

FANCY FLANNELS, CHALLIES, AND ALPACAS

are doubly worthy of notice, being of unusually good value.

The Evening Department is already replete with the richest of

GAUZE-DE-CHAMBREYS, GRENADINES, TAFFETAS, SUPERB TARLETANS, BROCHE ROBES,

with

PEPLUM SHAWLS AND CRAPE-DE-OPERAS.

LADIES' AND JUVENILE UNDER-CLOTHING,

TUCKED SKIRTS, CORSETS AND JUPONS,

CHILDREN'S BRAIDED ROBES AND MERINO PELISSES.

A large number of

MEDALLION LAPPETS AND CROWNS,

with every variety in

LACES, HOSIERY, AND GLOVES.

PERFUMERY, BROOCHES, CAMAIEUX, CLASPS, AND COMBS.

Very various articles of TOILETTE complete.

tf 2172 Hongkong, 21st September, 1867.

LADAGE, OELKE & Co.,

CLOTHIERS, TAILORS AND GENERAL OUTFITTERS,

Are by late arrivals ex *Solent, Corea*, and *Chetah*, completely supplied with:—

READY-MADE CLOTHING,

of European make for the coming Season.

HAVELOCKS AND OVERCOATS,

of Patine, Witney and Pilot Cloth.

Fashionable Light and Heavy

BUCKSKIN SUITS,

in a great variety of Patterns and Shapes.

COMPLETE LIGHT TWEED AND FLANNEL SUITS.

SHOOTING COATS AND JACKETS

of Melton, Tweed, Buckskin and Pilot Cloth.

BLACK DRESS SUITS AND FROCK COATS.

LIGHT AND HEAVY VESTS AND PANTS.

BLACK SILK VESTS.

MORNING GOWNS.

A Fine selection of

FANCY BUCKSKINS, TWEEDS, WITNEYS, MELTONS, DOESKINS, FLANNELS.

A perfect FIT of all CLOTHING, made to order, GUARANTEED by a first-rate European Cutter.

WHITE FLANNEL DRAWERS, AND UNDERSHIRTS.

LIGHT WOOLLEN DRAWERS, AND UNDERSHIRTS.

CRIMEAN SHIRTS.

White and Fancy Coloured

WOOLLEN SOCKS.

CARDIGAN JACKETS.

WALKING STICKS AND SILK UMBRELLAS.

CHRISTY'S BLACK AND DRAB FELT HATS;

new shapes.

SCOTCH CAPS.

NECKTIES AND FRENCH GLOVES.

LINEN HANDKERCHIEFS AND SHIRTS WITH LINEN FRONTS

BRUSHES, SOAP AND PERFUMERY.

&c., &c., &c.

tf 2338 Hongkong, 10th October, 1867.

MISS ROSE has received, by last Overland Mail, a Choice Selection of—

LADIES' BONNETS,

FIGURED AND CHENIL SILKS,

MOIRE ANTIQUES,

LADIES' AND GENTLEMEN'S KID GLOVES.

&c., &c., &c.

Wellington Street (opposite the CATHOLIC CHAPEL).

tf 2166 Hongkong, 20th September, 1867.

MRS. BONNETT.

MILLINERY AND DRESSMAKING IN THE NEWEST FASHION.

SHOW ROOM FOR LADIES

No. 1, *Wyndham Street*,

1221y] HONGKONG. [J22.

FOR SALE.

LIEBIG'S EXTRACT OF MEAT,

or

EXTRACTUM CARNIS LIEBIG.

Apply to

F. BLACKHEAD & Co.

CAUTION.

NOTICE is hereby given, that this Company's is the only Extract of Meat analysed and warranted genuine by Baron LIEBIG, the Inventor and Director of the Scientific Department of the Company, and authorized by him to be called "LIEBIG'S EXTRACT OF MEAT," or "EXTRACTUM CARNIS LIEBIG." Every Jar of the Company's Extract bears Baron LIEBIG's certificate. Several imitations have appeared in the market, some of them very deficient in quality.

The Company think it right to caution all Vendors not to sell any other Extract of Meat under the above names, otherwise proceedings in Chancery will be instituted against them for infringing the Company's rights.

LIEBIG'S EXTRACT OF MEAT COMPANY, LIMITED.

43, *Mark Lane, London*.

tf 1923 Hongkong, 20th August, 1867.

For Sale.

ANDREW MILLAR,

HOUSE AND SHIP'S PLUMBER, COPPERSMITH, BRASS-FOUNDER AND IRON-PLATE WORKER,

1, *Queen's Road East*.

Just landed, ex *Northfleet* and Late Arrivals,—

STUFFING BOX FLANGE COCKS.

GAUGE COCKS.

PET COCKS and AIR COCKS.

TALLOW and WATER SYRINGES.

Engine-room TELEGRAPH GONGS.

Ships' Washhand BASINS (newest patterns).

Ships' URINALS (Earthenware and patent Iron Enamelled).

Ships' WATER-CLOSETS.

tf 1878 Hongkong, 14th August, 1867.

HOUSE WATER-CLOSETS, in variety.

House WASHHAND-BASINS (newest patterns).

House URINALS (Earthenware and Enamelled, patent).

Jenning's Patent Earthenware Enamelled URINALS, with Self-acting Treadle Arrangements.

Patent SCREW-KEYED BIBS.

Patent Do. STOPS.

Common BIBS.

Common STOPS.

SWAN-NECK BIBS,

LONG-KEYED STOPS.

LEVER-HANDLED BIBS.

Do. STOPS.

BIB-COCKS, with COUPLINGS.

BEER-COCKS, with do.

BOTTLING COCKS, with do.

HOUSE BELLS and FITTINGS.

3½ in. and 4 in. Cast Iron DOWN SPOUTS, with ELBOWS, OFF-SHOOTS, &c., to suit.

ANDREW MILLAR,

1, *Queen's Road East*.

tf 1879 Hongkong, 14th August, 1867.

FOR SALE.

BEST CHARCOAL SHEET IRON, 7 feet by 2 feet 6 inches, assorted thicknesses.

FORCE and LIFT PUMPS for House and Ship's use.

Galvanized and Plain IRON PIPES.

T'S, KNEES, COUPLINGS, and BENDS to suit.

SHEET LEAD, } Assorted sizes.

SHEET COPPER, }

SHEET ZINC, }

LEAD PIPE, &c.

ANDREW MILLAR,

1, *Queen's Road East*.

tf 1880. Hongkong, 14th August, 1867.

EX "*OSPREY*" AND "*COREA*."

LOGLINES, all sizes.

Hand LEADLINES, all sizes.

WHIPCORD.

Patent Signal HALLIARDS.

4, 5, 6, 7, and 8 lbs. SHEET LEAD.

Patent WATER FILTERS.

Saloon LAMPS.

Cabin, Oil, and Candle LAMPS.

PUMP LEATHER.

RIGGING LEATHER.

Block-tin DISH-COVERS.

Single STICKS.

Ladies' CALL BELLS.

½, 1, 1¼, 1½ In. Rubber DELIVERY HOSE.

Atmosphere GAS STOVES.

Magnetic BATTERIES.

BOWRA & Co.

1m 2322 Hongkong, 8th October, 1867.

Ex "*CHETAH*."

SMITH'S BELLOWS.

Portable FORGES.

GRINDSTONES; 4-ft.

Leather BELTING.

Leather DELIVERY HOSE.

Coloured WINDOW-GLASS.

Blue, Purple, Yellow, and Orange Toilet GLASSES.

Oval HAND MIRRORS.

Polished PLATE GLASS, 35 by 23.

Huntley and Palmer's BISCUITS.

&c., &c., &c.

BOWRA & Co.

1m 2323 Hongkong, 8th October, 1867.

JUST RECEIVED.

EX "COREA" AND FRENCH MAIL.

A LARGE and carefully-selected assortment of the Newest Designs in Fancy Silks for DRESSES.

Black and Fancy-coloured DRESS SILKS and MOIRE ANTIQUE.

Plain POPLINS in large variety.

A large assortment of the Newest and Choicest Shapes in SILK, VELVET, and CLOTH MANTLES.

MERINOS, Black and all Fancy Colours.

LLAMAS in all Colours.

A Choice Stock of Plain and Fancy CLOTHS, suitable for the approaching Season.

Linen POCKET-HANDKERCHIEFS, Plain and Coloured.

Woollen and Cotton SOCKS.

French BOOTS.

All the Newest Shapes in FELT HATS (CHRISTY'S).

Gentlemen's SHIRTS.

FURNITURE DAMASKS.

Rich LACE CURTAINS, Family SHEETINGS, Damask TABLE CLOTHS, NAPKINS, Turkish TOWELS, Printed CALICO, &c., &c.

A large assortment of CRINOLINES.

MADAPALUM for Shirts.

PERFUMERY from the best French and English Manufacturers.

GOLDEN OIL, MEDOLINE OIL, MARROW OIL, BULLY'S TOILET VINEGAR, EAU DE COLOGNE, MOEL DE BOEUF, EAU DE BOTOT, and DR. PIERRE'S DENTIFRICE.

Fancy PETTICOATS, White and Fancy FLANNEL, White CRICKETING FLANNEL.

PARLOUR GAMES.

STICKS, TRUNKS and PORTMANTEAUS.

A large and well-selected lot of Printed WALL-PAPER and BORDERS.

BED, SOFA, and CHAIR SPRINGS.

ALEX. BOYER,

Corner of Wellington and d'Aguilar Streets.

tf 2284 Hongkong, 5th October, 1867.

FOR SALE.

CALIFORNIA FLOUR and WHEAT, in Barrels and Sacks.

AMERICAN RAISINS, in Boxes. Apply to

QUONG-MOW-TAI,

85, *Bonham Strand*.

2m 2150 Hongkong, 18th September, 1867

JUST RECEIVED AND FOR SALE.

FRENCH SMOKING TOBACCO (Caporal). Apply to the Undersigned.

FREDERIC DEGENAER,

3, *d'Aguilar Street*.

tf 1971 Hongkong, 26th August, 1867.

FOR SALE.

Now Landing ex *Chetah*.

FINE PALE SHERRY.

Old Port Wine.

Dry Champagne.

Old Tom.

Scotch Whiskey.

Prime York Hams.

Cheddar Cheese, Butter, Lump Sugar, Ess. of Coffee, Dried Yeast, Gelatine.

Ex *Osprey*.

Hennessy's Pale Brandy.

The usual fine assortment of Oilman's Stores, Dessicated Milk, Draught Vinegar, Prime Leadenhall Ox Tongues.

Oxford and Cambridge Sausages.

Washing Soda.

Clay Pipes.

Butter in Firkins, for Sale by the Pound.

And ex Late Arrivals.

Patent Filters, Rum, Yellow Soap, 3,400 lbs. assorted Soups and Meats, Fish, Game, Vegetables, &c., &c.

Bi-Car. Soda, Tartaric Acid, Epsom Salts, Almonds and Raisins, Currants, Figs.

And,

A variety of other well selected Goods from well-known Houses in London.

An Inspection is respectfully solicited.

Apply to FAWCETT & Co.

1m 2332 Hongkong, 9th October, 1867.

FOR SALE.

MUNTZ'S YELLOW METAL, 20/28 ozs., and NAILS. Apply to

HOLLIDAY, WISE & Co.

tf 1408 Hongkong, 15th June, 1867.

FOR SALE.

Ex Late Arrivals.

MAST, YARD, and BOWSPRIT PIECES, from 30 inches down.

Small SPARS, from 12 to 5 inches. OREGON PINE PLANK, of various thickness.

THOS. HUNT & Co.

tf 1013 Hongkong, 27th April, 1867.

FOR SALE.

A SMALL INVOICE of Superior CHAMPAGNE, VEUVE CLIQUOT, and also a Small Lot of very fine French Preserves (PATES TRUFFES). Apply to

LANDSTEIN & Co.

tf 1733 Hongkong, 26th July, 1867.